



DEPARTMENT OF THE NAVY

USS MCCLUSKY (FFG-41)

FPO AP 96672-1496

Rec'd 4/3/01  
w/ disk

IN REPLY REFER TO :

5720

Ser CO/ 023

17 Mar 01

From: Commanding Officer, USS MCCLUSKY (FFG 41)

To: Chief of Naval Operations (NO9BH)

Subj: COMMAND HISTORY FOR 2000

Ref: (a) OPNAVINST 5750.12G

Encl: (1) USS MCCLUSKY Command History 2000

(2) Computer diskette copy of enclosure (1)

1. Enclosures (1) and (2) are submitted in accordance with reference (a).

W. B. HAFLICH

## SHIP'S HISTORY 2000

### 1. Command Composition and Organization

a. USS McCLUSKY (FFG 41), UIC 21108, is a third flight Oliver Hazard Perry Class Guided Missile Frigate, named after Rear Admiral Wade McClusky, a hero of the Battle of Midway. Her primary mission is general escort duty of convoys, amphibious task forces, underway replenishment groups and carrier battle groups, defending high value units against subsurface, surface and low level air threats. With embarked air detachment (one to two SH-60 helicopters), the LAMPS MK III team provides formidable capabilities in over-the-horizon surface detection, surveillance, and engagement of hostile warships and submarines.

b. McCLUSKY is homeported in San Diego, California, and is assigned to Commander Destroyer Squadron Seven, Captain Raymond Spicer, as part of the Pacific Fleet. McCLUSKY is scheduled to shift to Commander Destroyer Squadron One, 01 January 2001.

c. McCLUSKY's Commanding Officer is Commander William B. Haflich, who relieved Commander John N. Christenson in a change of command ceremony 18 November in Key West, Florida.

Commander Haflich, a native of (b) (6) enlisted in the Navy in 1975 as a Boiler Technician. His highest enlisted rank was BT1. After graduating from Southern Illinois University (NAS, North Island campus) in 1981 he obtained his commission from Officer Candidate School, Newport, Rhode Island.

Upon commissioning he was assigned to USS JOHN PAUL JONES (DDG 32) as Engineering Maintenance Officer. In 1982, after USS JOHN PAUL JONES was decommissioned, CDR Haflich was assigned to USS FIFE (DD 991) as Missiles Officer and later as First Lieutenant. On completion of this tour, he reported to USS ENGLAND (CG 22) as Navigator. After completing Department Head School he was assigned to USS BRONSTEIN (FF 1037) as Operations Officer, fleeting up to Executive Officer. On completion of this tour he was assigned to COMDESRON 17 as Combat Systems Officer. In March 1993 CDR Haflich reported to USS CALLAGHAN (DDG 994) as Executive Officer. Following USS CALLAGHAN he served as Chief Staff Officer in COMDESRON 23.

Commander Haflich's shore duty assignments have included: CINCPACFLT staff as Indications and Warnings Officer working at Fleet Ocean Surveillance Information Center, earning a subspecialty in Intelligence, Director of Training at Commander Training Pacific, and most recently as Operations Officer for United States Military Training Mission to Saudi Arabia.

Commander Haflich has completed ten Western Pacific/Indian Ocean/Arabian Gulf/Caribbean Sea deployments that have included Battle Group and Middle East Force assignments, and as enlisted was a member of the 1977-78 winter over party at McMurdo Station, Antarctica. He has participated in three RIMPAC exercises, numerous Battle Group/MEF work-ups, and fleet exercises as both OPFOR and blue forces.

Commander Haflich is a graduate of the Naval War College in Newport, Rhode Island where he was awarded a Masters Degree in National Security and Strategic Studies. His personal awards include the Defense Meritorious Service Medal, Meritorious Service Medal with one gold star, Navy Commendation Medal with three gold stars, Navy Achievement Medal with one gold star, and Good Conduct Medal.

Commander Haflich is married to the former (b) (6) of (b) (6); they have two children, (b) (6) and (b) (6).

## 2. Chronology

<u>Date</u>	<u>Event/Evolution</u>
01 Jan - 09 Jan	Holiday Leave
03 Jan - 14 Jan	Intermediate Maintenance Availability (IMAV)
13 Jan	Dock Trials
14 Jan	Fast Cruise
15 Jan - 17 Jan	Inport San Diego, CA
18 Jan - 22 Jan	Underway/Total Ship Training Availability (TSTA) B/En route Cabo San Lucas, MX
23 Jan - 24 Jan	Cabo San Lucas, MX Port Visit
25 Jan - 28 Jan	Underway en route San Diego/FEP Rehearsal
29 Jan - 08 Feb	Inport San Diego
09 Feb - 10 Feb	Underway/Final Evaluation Period (FEP)
11 Feb - 13 Feb	Inport San Diego
14 Feb - 21 Feb	IMAV
22 Feb - 24 Feb	Underway/Type Training

25 Feb - 29 Feb	Inport San Diego
01 Mar - 03 Mar	Underway/Deck Landing
	Qualifications (DLQ's)
04 Mar - 05 Mar	Inport San Diego
06 Mar - 26 Mar	IMAV
27 Mar - 10 Apr	Inport San Diego
03 Apr - 07 Apr	USW Rumble Exercise/ISIC
	Training
11 Apr - 14 Apr	Underway/DLQ's
15 Apr - 16 Apr	Inport San Diego
17 Apr - 21 Apr	Underway/Type Training
22 Apr - 14 May	Inport San Diego
11 May	Medical Readiness Assessment
24 Apr - 12 May	IMAV
15 May - 18 May	Underway/DLQ's
19 May - 24 May	Inport San Diego
25 May	Underway/Guest of the Navy
	Cruise/Broadside
	Demonstration
26 May - 01 Jun	Inport San Diego
29 May	COMNAVSURFPAC Visit
02 Jun - 06 Jun	Underway/Transit to Astoria,
	OR
07 Jun	Port Visit Astoria, OR
08 Jun	Underway/Transit to Portland,
	OR
08 Jun - 11 Jun	Inport Portland, OR (Rose
	Festival)
12 Jun - 15 Jun	Underway/Transit to San
	Diego/DLQ's
16 Jun - 24 Jun	Inport San Diego
19 Jun - 30 Jun	IMAV
17 Jul - 21 Jul	Surface Line Week
25 Jul	Underway/Ammo Onload North
	Island
26 Jul	Underway
27 Jul	Family Cruise
28 Jul - 30 Jul	Inport San Diego
31 Jul - 04 Aug	Underway/CORTRAMID
05 Aug - 04 Sep	Inport San Diego
07 Aug - 01 Sep	IMAV
08 Aug - 04 Sep	POM Leave Period
15 Aug	Underway/Shift to Pier 7
17 Aug	CDS7 Change of Command
05 Sep - 06 Sep	Underway/Sea Trials
07 Sep - 12 Sep	Inport San Diego
13 Sep	Depart San Diego/Embark HSL

13 Sep - 18 Sep	47 Det 3
19 Sep	Deployment
	Inport Puerto Quetzal,
	GT/Embark Coast Guard Law
	Enforcement Detachment
	(COGARD LEDET) 101
20 Sep - 28 Sep	Underway
29 Sep - 01 Oct	Inport Golfito, CS
02 Oct - 03 Oct	Underway
04 Oct	Inport Balboa, PM
05 Oct - 09 Oct	Underway
08 Oct	Crossing the Line Ceremony
10 Oct - 12 Oct	Inport Manta, EC
12 Oct	USCINCSO Visit
13 Oct - 19 Oct	Underway
20 Oct	Disembark COGARD LEDET
	101/Embark COGARD LEDET 105
20 Oct - 21 Oct	Inport Balboa, PM
22 Oct - 30 Oct	Underway
31 Oct - 02 Nov	Inport Balboa, PM
03 Nov - 10 Nov	Underway
11 Nov	Inport Balboa, PM
12 Nov	Transit Panama Canal North
13 Nov - 16 Nov	Underway
17 Nov - 21 Nov	Inport Key West, FL
18 Nov	Change of Command
22 Nov - 23 Nov	Underway
24 Nov - 03 Dec	Inport Mayport, FL
24 Nov - 03 Dec	IMAV, Mayport, FL
04 Dec - 09 Dec	Underway/En route Panama
	Canal
10 Dec	Transit Panama Canal South
10 Dec - 12 Dec	Inport Balboa, PM
13 Dec - 22 Dec	Underway
23 Dec	Inport Golfito, CS
24 Dec - 28 Dec	Underway
29 Dec	Inport Talara, PE
29 Dec	Underway
30 Dec - 31 Dec	Inport Paita, PE

### 3. Narrative

McCLUSKY began the New Year in a period of holiday leave and concurrent Inport Maintenance Availability. An underway period in the San Diego Operating Area, commenced 18 Jan, had a two-fold purpose. The first was to accomplish the TSTA B phase of the Inter-Deployment

Training Cycle. McCLUSKY excelled in virtually all areas under review. Upon completion, McCLUSKY continued south for a port visit to Cabo San Lucas, Mexico. While in Mexico, McCLUSKY participated in a community-relations project to refurbish a schoolhouse. The results significantly contributed to the local community and demonstrated the good will of the U.S. Navy.

In late January McCLUSKY returned to San Diego to begin preparations for FEP, 09 - 10 Feb. As with TSTA B, McCLUSKY demonstrated an outstanding level of proficiency in all areas during evaluation. The remainder of February included another maintenance availability and a brief underway period, 22 - 24 Feb.

McCLUSKY spent the majority of March inport, ensuring the completion of necessary maintenance during a scheduled availability. A brief underway period, 01 - 03 Mar, consisted of flight operations in Southern California Oparea in support of Deck Landing Qualifications for several SH-60B helicopter crews from Naval Air Station North Island. Additionally, on March 20<sup>th</sup>, McCLUSKY was officially authorized to fly the TYCOM Safety Pennant in recognition of her continued excellence in promoting a safe working environment.

The beginning of April was spent inport. The focus of this period was the DESTROYER SQUADRON SEVEN Undersea Warfare Rumble Exercise. Demonstrating an unparalleled excellence in USW, McCLUSKY took first place overall. Two brief underway periods, 11 - 14 Apr and 17 - 21 Apr, were spent conducting flight operations and type training. Additionally, a CIWS detect-to-engage exercise was conducted and several prospective Commanding Officers from the Naval Surface Warfare Officer Course, Newport, RI, were embarked as part of their prospective command at sea preparations and training. April concluded inport with an availability.

May saw two underway periods. The first of these, 15 - 18 May, was in continued support of the helicopter deck landing qualification process. May 25<sup>th</sup> McCLUSKY embarked a number of guests (including CAPT Lynch, USN (ret.), commissioning CO of McCLUSKY) for a "Guests of the Navy" cruise and all-caliber "broadside" firing demonstration off the coast of Southern California, returning to port later that day. Also in May, McCLUSKY's medical department underwent a Medical Readiness Assessment, conducted by Regional Support Organization San Diego, 11 May. An overall rating was determined to be "C-1", fully mission capable. Additionally, on May 29<sup>th</sup>, McCLUSKY was visited by

VADM Moore, Commander Naval Surface Forces Pacific, for a tour and luncheon hosted onboard.

The highlight of the month of June was a port visit to Astoria, 07 Jun, and Portland, 08 - 11 Jun, on the Columbia and Willamette Rivers in Oregon. En route, all ships in company (USS McCLUSKY, USS ANTIETAM, USS HEWITT, USS WADSWORTH, USS THACH, USS STETHEM, AND USS RUSHMORE) participated in a wreath laying ceremony in memoriam of the Battle of Midway. The visit itself coincided with the Portland Rose Festival and was an ideal opportunity for both crew recreation and Navy public relations. On the transit back to San Diego, McCLUSKY conducted another set of DLQ's, and finished the month with an eleven day availability.

From 17 - 21 Jul, McCLUSKY participated in the Annual Surface Line Week 2000, hosted by the Commander Naval Surface Forces Pacific, earning first place over all in the small ship category. The rest of July marked the completion of some final preparations for McCLUSKY's counter-drug operations deployment. This included the unloading of ammunition from nearby North Island, 25 Jul, and a Family Cruise, 26 - 27 Jul. Additionally, 31 Jul through 04 Aug, McCLUSKY embarked a group of midshipmen from across the country, sharing with them the exciting world of the Surface Warfare Community during their summer training period.

On 15 Aug McCLUSKY moved to Pier 7 in support of DESRON SEVEN change of command ceremony that was held 17 Aug. The remainder of August was spent in a pre-overseas movement (POM) stand down. McCLUSKY embarked HSL 47 Detachment 3 and got underway for two days at sea for a final shakedown cruise prior to deployment from 05 - 06 Sep.

On 13 Sep, McCLUSKY departed San Diego and started her deployment en route to Puerto Quetzal, Guatemala, for a brief stop for fuel (BSF) on 19 Sep and embarkation of Coast Guard Detachment 101 from San Diego, California. From there McCLUSKY proceeded to Golfito, Costa Rica for a three day port visit, 29 Sep - 01 Oct.

October was one of the busiest months of McCLUSKY's deployment. After Golfito, McCLUSKY patrolled en route (PENR) to Balboa, Panama, for a BSF, 04 Oct, before returning to sea. On 08 Oct a Crossing the Line Ceremony was performed as the ship crossed over the Equator. From 10 - 12 Oct, McCLUSKY enjoyed another port visit, this time in Manta, Ecuador. Of particular note was McCLUSKY's participation in two community-relations projects, one in

Manta and the other in nearby Bahia de Caraquez. McCLUSKY also hosted a reception for Commander-in-Chief U.S. Southern Command, General Peter Pace, USMC, on 12 Oct. October ended with two more stops in Balboa, Panama, 20 - 21 Oct and 31 Oct - 02 Nov. The interim periods were again spent conducting counter-drug operations, this time with Coast Guard Detachment 105, which embarked 20 Oct.

After a BSF and embarkation of the prospective Commanding Officer in Balboa, Panama, 11 Nov, McCLUSKY transited the Panama Canal, 12 Nov, and proceeded to Key West, Florida for her Change of Command Ceremony, 18 November 2000.

On 18 Nov Commander William B. Haflich relieved Commander John N. Christenson as USS McCLUSKY Commanding Officer in Key West, Florida. McCLUSKY transited from Key West to Mayport from 22 - 24 Nov. Director Joint Inter-Agency task Force East, VADM Belz, USCG, got underway with McCLUSKY, 22 Nov, for a tour of the ship, returning to Key West later that day via Saberhawk 75.

In Mayport, McClusky underwent another highly successful maintenance availability. After ten days of close coordination with SIMA Mayport, all jobs were completed on time and under budget. On 04 Dec McCLUSKY was again underway, PENR to the Panama Canal. The southbound Canal transit was completed on 10 Dec, whereupon McCLUSKY remained inport Balboa through 12 Dec.

Between 12 Dec and 23 Dec, McCLUSKY came upon a high speed craft (go fast) narcotics smuggler, 18 Dec. An aggressive pursuit resulted in the seizing of over 1,600 kilograms of cocaine and capture and subsequent turn-over of seven smugglers to drug-enforcement authorities. On 21 Dec McCLUSKY came upon the fishing vessel "Maria Rita" and discovered a 60 year-old fisherman requiring immediate medical attention for a severely lacerated finger. McCLUSKY promptly responded by bringing him aboard and administering first aid treatment. Due to the severity of the injury, McCLUSKY then proceeded at best speed for Colombian coastal waters, whereupon the fisherman was MEDIVACED by Saberhawk 75 to a local hospital in Buenaventura, Colombia. HMC (b) (6) (McCLUSKY IDC) was ultimately credited with saving the man's finger and possibly his life due to the resulting infection.

On 23 Dec McCLUSKY arrived in Golfito, Costa Rica, for a BSF, followed by a transit to Peru. McCLUSKY visited two Peruvian ports: Talara for fuel, 29 Dec, and Paita, 30 Dec - 02 Jan, for liberty and an onload of stores and mail.



The year 2000 was fittingly concluded with McCLUSKY on deployment in continued support of counter-narcotics operations in the Eastern Pacific. In every respect, McCLUSKY excelled in her mission throughout the preceeding year, and will continue to do so as she completes her deployment and returns to her homeport San Diego February 7<sup>th</sup>, 2001.

#### **4. Supporting Documents**

1. Final Evaluation Period Report, COMAFLOATRAGRUPAC, 141700ZFEB00
2. TYCOM Surface Ship Safety Award Winners, COMNAVSURFPAC, ltr ser N418/00956, 15 May 2000.
3. Medical Readiness Assessment Report, Regional Support Organization, San Diego, ltr ser 01M/097, 19 May 2000.
4. Port Visit Report, Puerto Quetzal, GT, USS McCLUSKY, 241536SEPZ00
5. Port Visit Report, Balboa, PM, USS McCLUSKY, 092110Z OCT00
6. Port Visit Report, Golfito, CS, USS McCLUSKY, 092111Z OCT00
7. Port Visit Report, Manta, EC, USS McCLUSKY, 160431Z OCT00
8. SOUTHCOM VIP Visit After Action Report, USS McCLUSKY, 060432Z OCT00
9. Port Visit Report, Balboa, PM, USS McCLUSKY, 262244Z OCT00
10. Port Visit Report, Balboa, PM, USS McCLUSKY, 091556Z NOV00
11. Assumption of Command Notice, USS McCLUSKY, 181530Z NOV00
12. Port Visit Report, Balboa, PM/Panama Canal Transit Report, USS McCLUSKY, 230033Z NOV00
13. Port Visit Report, Balboa, PM/Panama Canal Transit Report, USS McCLUSKY, 140205Z DEC00
14. MEDEVAC ICO F/V Maria Rita, CCGD11 ALAMEDA CA, 221812Z DEC00
15. Port Visit Report, Golfito, CS, USS McCLUSKY, 270054Z DEC00
16. Port Visit Report, Talara, PE, USS McCLUSKY, 070417Z JAN00
17. Port Visit Report, Paita, PE, USS McCLUSKY, 070418Z DEC00

ROUTINE

R 141700Z FEB 00 PSN 656828Q35

FM COMAFLOATRAGRUPAC SAN DIEGO CA//N00T//

TO COMDESRON SEVEN

INFO USS MCCLUSKY

UNCLAS //N03500//

MSGID/GENADMIN/ATGPAC//

SUBJ/USS MCCLUSKY (FFG 41) FINAL EVALUATION PERIOD (FEP)//

REF/A/DOC/CNSP/18JUN98//

REF/B/GENADMIN/CNSP/071305ZJUN99//

REF/C/GENADMIN/CNSP/152320ZJUL94//

NARR/REF A IS COMNAVSURFLANT-PACINST 3502.2D(SURFTRAMAN). REF B IS BASIC TRAINING PHASE PLANNING GUIDANCE. REF C IS TRAINING READINESS ASSESSMENT CRITERIA.//

POC/DROSE/CWO3/ATGPAC/N37/COMM:(619) 556-0917/DSN: 526-0917//

RMKS/1. MCCLUSKY COMPLETED THE FINAL EVALUATION PERIOD (FEP) ON 10 FEB 00 IAW REF A. ALL TRAINING AND WATCH TEAMS MET FEP READINESS STANDARDS IAW REF C.

2. MCCLUSKY DEMONSTRATED AN EXCELLENT GRASP OF THE SPIRIT AND INTENT OF THE TACTICAL TRAINING STRATEGY AND IS CAPABLE OF MAINTAINING FEP LEVELS OF PERFORMANCE IN ALL WARFARE AREAS. RECOMMEND ITT CONTINUE TO CHALLENGE WATCHSTANDERS WITH COMPLEX AND VARIED SCENARIOS TO MAINTAIN AND ENHANCE WATCHSTANDER PROFICIENCY.//

BT

NNNN

RTD:000-000/COPIES:



DEPARTMENT OF THE NAVY  
COMMANDER NAVAL SURFACE FORCE  
UNITED STATES PACIFIC FLEET  
2841 RENDOVA ROAD  
SAN DIEGO, CALIFORNIA 92155-5490

3590

Ser N41800956  
15 MAY 2000

From: Commander, Naval Surface Force, U.S. Pacific Fleet  
To: Commanding Officer, USS MCCLUSKY (FFG 41)  
Via: Commander, Destroyer Squadron SEVEN

Subj: TYPE COMMANDER'S SURFACE SHIP SAFETY AWARD

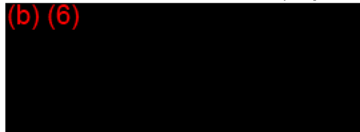
Ref: (a) COMNAVSURFLANT/PACINST 3502.E, SURFTRAMAN

Encl: (1) TYCOM Green Safety Award Pennant

1. Congratulations on winning the COMNAVSURFPAC Surface Ship Safety Award for CY 1999. This award recognizes the professional achievement and commitment to safety displayed at all levels of your command throughout the competitive cycle. Your outstanding safety record and aggressive safety programs have contributed to Fleet readiness and significantly increased safety within NAVSURFPAC.

2. You are authorized to display the Green Safety Pennant, enclosure (1), in accordance with reference (a).

(b) (6)



Deputy and  
Chief of Staff



DEPARTMENT OF THE NAVY  
COMMANDER REGIONAL SUPPORT ORGANIZATION SAN DIEGO  
3325 SENN ROAD, SUITE 7  
SAN DIEGO, CA 92136-5049

6000  
Ser 01M097  
19 MAY 00

From: Commander, Regional Support Organization San Diego  
To: Commanding Officer, USS MCCLUSKY (FFG 41)  
Via: Commander, Destroyer Squadron SEVEN

Subj: MEDICAL READINESS ASSESSMENT REPORT

Ref: (a) CINCLANTFLTINST/CINCPACFLTINST 6000.1  
(b) COMNAVSURFPACINST 6000.1G  
(c) OPNAVINST C3501 series  
(d) MANMED (NAVMED P-117)  
(e) OPNAVINST 5040.7K

Encl: (1) Report of Medical Readiness Assessment  
(2) Medical Readiness Assessment Checklist

1. Per references (a) and (b), a Medical Readiness Assessment was conducted for USS MCCLUSKY (FFG 41) on 11 May 2000, to determine and document the condition of the ship's medical department. MCCLUSKY's overall medical readiness rating is determined to be: C-1. The assessment followed combat readiness criteria outlined in reference (b), and "Matters of Inquiry for a General Assessment of the Medical Department" outlined in references (c) and (d). Enclosure (1) is the final MRA report. Enclosure (2) may be utilized in assessing medical resource deficiencies and their impact on mission capability.

2. The information contained herein relates to internal practices of the Department of the Navy and is an internal communication within the assessing command. This report is not releasable, nor may its contents be disclosed outside of original distribution nor may it be reproduced in whole or in part without prior written approval of COMNAVSURFPAC. Per reference (e), requests of this report, portions thereof, or correspondence related thereof from a source external to the Department of the Navy shall be promptly referred to COMNAVSURFPAC, who shall further refer the request with recommended action to the Naval Inspector General for Navy Department coordination and clearance. Holders of this report shall strictly observe this caveat.

3. Point of contact should you have any questions regarding this report, or should you desire additional assistance, is CDR (b) (6) MC, USN, Senior Medical Officer.

  
E. W. KELLY

Copy to:  
COMNAVSURFPAC (Code N01M)  
Afloat Training Group

PRIORITY

P 241536Z SEP 00

FM USS MCCLUSKY

TO JICPAC HONOLULU HI//OAE/PD//

INFO CINCPACFLT PEARL HARBOR HI//N205/N33/N3WX/N45//  
COMTHIRDFLT  
COMSECONDFLT  
COMNAVSURFPAC SAN DIEGO CA//N2/N3//  
COMNAVSURFLANT NORFOLK VA//N2/N3//  
COMUSNAVSO//N3/N4//  
DEPCOMUSNAVSO MAYPORT FL  
DIRJIATF EAST//J3/J4/J5//  
COMDESRON SEVEN  
CCGDELEVEN ALAMEDA CA//POD/POFC//  
USTRANSCOM SCOTT AFB IL//TCJ2-J//  
DIRNAVCRIMINVSERV WASHINGTON DC//2282/NAVATAC//  
NIMA NAVSAFETY BETHESDA MD  
NIMA RESTON VA//COTN//  
USDAO GUATEMALA CITY GT  
HSL FOUR SEVEN NORTH ISLAND CA//JJJ//  
COGARD PAC TACLET SAN DIEGO CA//OPS//

UNCLAS //N03822//

MSGID/GENADMIN/MCCLUSKY//

SUBJ/PORT VISIT REPORT PUERTO QUETZAL, GUATEMALA//

REF/A/DOC//FICM/ONI-2600Z-001-95//

AMPN/REF A IS FLEET INTELLIGENCE COLLECTION MANUAL//  
POC/(b) (6) /LTJG/NAV/INMARSAT/011 872 153 6312/C/S SILVERFISH//

RMKS/

1. NAME OF PORT: PUERTO QUETZAL, GUATEMALA
2. NAME OF VESSEL: USS MCCLUSKY (FFG 41)
3. NAME OF CO: CDR JOHN N. CHRISTENSON, USN
4. DATE OF VIST: 19 SEP 00
5. TIME ZONE: 6S
6. NAVIGATIONAL INFORMATION:
  - A. PORT DESCRIPTION: INFORMATION IN SAILING DIRECTIONS IS ACCURATE. MCCLUSKY MOORED AT SOUTHERN HALF OF MUELLE PRINCIPALE, ON EASTERN SIDE OF HARBOR. MUELLE PRINCIPALE IS 800 YARDS LONG AND CAN ACCOMODATE SEVERAL LARGE MERCHANT VESSELS. CHARTED DEPTH ALONG THE WALL IS 10.8M. MCCLUSKY'S LEAD LINE SOUNDINGS CONCURRED WITH CHARTED DEPTH.

B. CHARTS AND PUBLICATIONS: CHARTS 21489 (APPROACH) AND 21483 (HARBOR) WERE USED FOR INBOUND AND OUTBOUND TRANSITS. SAILING DIRECTIONS (PUB 153) WAS REFERED TO FOR GENERAL NAVIGATIONAL INFORMATION.

C. APPROACHES, LIGHTS, ETC: FWD AND AFT RANGE MARKERS ON THE HARBOR APPROACH LEG ARE READILY IDENTIFIABLE (BOTH ARE RED AND WHITE HORIZONTALLY STRIPED). RANGE BEARS 295T.

D. PILOTAGE: PILOTAGE IS COMPULSORY. DIFFERENT PILOTS WERE USED FOR INBOUND AND OUTBOUND TRANSITS. PILOT PICK-UP POINT IS IN THE VICINITY OF BUOY "PQ." HARBOR CONTROL SHOULD BE CONTACTED ON CHANNEL 16 ONE HOUR PRIOR TO ARRIVAL AT "PQ." BOTH PILOTS SPOKE MARGINAL ENGLISH AND OFFERED LITTLE TO NO ADVICE CONCERNING NAVIGATION OR SHIPHANDLING. PILOTS ARE AVAILABLE FOR DAY AND NIGHT PORT ENTRY. PILOT BOAT IS WHITE AND APPROXIMATELY 15M IN LENGTH. LADDER WAS RIGGED ON THE SHIP'S LEEWARD SIDE PER HARBOR CONTROL'S REQUEST.

E. ENTRANCE: BREAKWATER SEPERATION IS 300 YDS. DISTANCE FROM "PQ" TO RANGE IS 1NM.

F. CHANNEL: NA

G. ANCHORAGE: THERE ARE NINE UNPROTECTED ANCHORAGES 1NM SOUTH OF THE WESTERN BREAKWATER WITH DEPTHS VARYING FROM 19 TO 29M.

H. WRECKS AND OBSTRUCTIONS: ONE WRECK EXISTS APPROXIMATELY 500YDS NORTH WEST OF "PQ." IT IS CLEARLY MARKED BY A RED BUOY AND LIES WELL NORTH OF THE ENTRANCE RANGE TRACK.

I. TIDES AND CURRENTS: MCCLUSKY EXPERIENCED A NORTHWESTERLY SET OF ONE AND A HALF KNOTS ON BOTH INBOUND AND OUTBOUND TRANSITS OUTSIDE OF THE BREAKWATER. TIDAL RANGE IN PUERTO QUETZAL WAS 6FT.

J. WEATHER AND WINDS: VISIBILITY WAS UNRESTRICTED THROUGHOUT THE HARBOR TRANSIT. TEMPERATURES AVERAGED IN THE LOWER 80'S. WINDS WERE FROM THE WEST AT 5 TO 10 KNOTS.

#### 7. BERTHING AND FACILITIES:

A. MOORINGS, DOCKS, ETC: MCCLUSKY MOORED STBD SIDE TO ON THE SOUTHERN HALF OF MUELLE PRINCIPALE. SPECIFIC BERTHS ARE NOT IDENTIFIED BY NUMBER. MCCLUSKY MOORED BETWEEN TWO LARGE MERCHANT VESSELS WITH 25FT OF CLEARANCE FWD AND AFT. BERTHING WAS NOT AVAILABLE ON THE DAY OF ARRIVAL DUE TO DELAYS IN MERCHANT CARGO LOADING CAUSED BY RAIN SHOWERS. MCCLUSKY WAS DELAYED MOORING BY 24 HOURS.

B. FUEL, LUBE AND DIESEL OIL: MCCLUSKY TOOK ON 112,000 GALLONS OF F-76 FROM FUEL TRUCKS ON THE PIER. FUEL WAS OF GOOD QUALITY. PIER HOSE HANDLERS WERE EFFICIENT. THE EVOLUTION WAS COMPLETED IN LESS THAN SIX HOURS (PUMPING RATE ROUGHLY 22,000 GAL/HR). JP-5 WAS NOT AVAILABLE.

C. MECHANICAL HANDLING FACILITIES: NA

D. DRYDOCKS AND REPAIR FACILITIES: NA

E. WAREHOUSES AND STORAGE FACILITIES: NA

F. STEVEDORES: SIX LINEHANDLERS WERE AVAILABLE FOR MOORING AND UNMOORING.

#### 8. SERVICES, LOGISTICS AND OPERATIONS:

A. LIGHTERAGE: TWO TUGS WERE AVAILABLE FOR MOORING AND UNMOORING. MCCLUSKY DECLINED TUG ASSISTANCE, BUT REQUESTED THEY STAND BY OFF THE BOW AND STERN DUE TO LIMITED CLEARANCE BETWEEN MERCHANT VESSELS.

- B. DREDGES AND MISCELLANEOUS CRAFT: NA
- C. WATER: NA
- D. COMMUNICATIONS: HARBOR CONTROL MONITORED BTB CH16 AND TYPICALLY REQUESTED A SHIFT TO EITHER CH11 OR CH14.
- E. MEDICAL: NA
- F. GASOLINE: AS STATED ABOVE.
- G. PROVISIONS: FFV, MILK AND PASTRIES WERE UNLOADED. ALL WERE INSPECTED AND FOUND TO BE OF GOOD QUALITY.
- H. GARBAGE DISPOSAL: NA
- I. CHT DISPOSAL: NA
- J. OILY WASTE DISPOSAL: NA

9. PERSONALIA:

- A. OFFICIAL CALLS: NONE MADE
- B. HONORS: NON-SALUTING PORT

10. PORT VISIT INFORMATION:

- A. GENERAL INFORMATION: NA
- B. LIBERTY: NOT GRANTED DUE TO LIMITED TIME FOR BSF
- C. CLUBS AND BARS: NA
- D. RESTAURANTS: NA
- E. HOTELS: NA
- F. BEACHES: NA
- G. CHURCHES: NA
- H. TOURS: NA
- I. THEATER AND MOVIES: NA
- J. PHYSICAL SECURITY: A ROVING PATROL ARMED WITH AN M-14 WAS STATIONED ON THE 0-2 LEVEL. BOTH QUARTERDECK WATCHSTANDERS WERE EQUIPPED WITH 9MM'S. AN UNARMED PIER SENTRY WAS POSTED AT THE FOOT OF THE BROW.

- 11.CO'S COMMENTS: MCCLUSKY EXPERIENCED A 24 HOUR DELAY IN MOORING AT PUERTO QUETZAL DUE TO LACK OF BERTHING SPACE. A CARGO SHIP UNLOADING SUGAR WAS DELAYED DUE TO RAIN ON THE SCHEDULED DAY OF ARRIVAL. ONCE MOORED, THE REFUELING EVOLUTION WAS SAFE, EFFICIENT AND QUICK.//

BT  
NNNN

PRIORITY

P 092110Z OCT 00

FM USS MCCLUSKY

TO JICPAC HONOLULU HI//OAE/PD//

INFO AIC CATIS NORFOLK VA//DO3//  
CINCPACFLT PEARL HARBOR HI//N3/N323B//  
CINCLANTFLT NORFOLK VA//N3/N323B//  
USCINCSO MIAMI FL//SCJ32/SCJ3/J4//  
COMUSNAVSO  
DEPCOMUSNAVSO MAYPORT FL  
COMTHIRDFLT  
COMSECONDFLT  
COMNAVSURFPAC SAN DIEGO CA//N2/N3//  
COMNAVSURFLANT NORFOLK VA//N2/N3//  
COMNAVSURFGRU TWO MAYPORT FL  
CTF 40  
CTF 43  
CTG 4.1  
DIRJIATF EAST//J3/J4/J5//  
COMDESRON SEVEN  
CCGDELEVEN ALAMEDA CA//POD/POFC//  
USTRANSCOM SCOTT AFB IL//TCJ2-J//  
DIRNAVCRIMINVSERV WASHINGTON DC//2282/NAVATAC//  
NAVCRIMINVSERVFO MAYPORT FL//MPMP//  
NAVCRIMINVSERVRA ROOSEVELT ROADS PR  
NIMA NAVSAFETY BETHESDA MD  
NIMA RESTON VA//COTN//  
TG 4.1  
USDAO PANAMA CITY PM  
HSL FOUR SEVEN NORTH ISLAND CA//JJJ//  
COGARD PAC TACLET SAN DIEGO CA//OPS//  
NAVPACMETOCCEN SAN DIEGO CA//JJJ//

UNCLAS //N03822//

MSGID/GENADMIN/MCCLUSKY//

SUBJ/PORT VISIT REPORT VASCO NUNEZ DE BALBOA, PANAMA//

REF/A/DOC//FICM/ONI-2600Z-001-95//

AMPN/REF A IS FLEET INTELLIGENCE COLLECTION MANUAL//  
POC/(b) (6) LTJG/NAV/INMARSAT/011 872 153 6312/C/S SILVERFISH//

RMKS/

1. NAME OF PORT: VASCO NUNEZ DE BALBOA, PANAMA
2. NAME OF VESSEL: USS MCCLUSKY (FFG 41)
3. NAME OF CO: CDR JOHN N. CHRISTENSON, USN



4. DATE OF VIST: 04 OCT 00

5. TIME ZONE: 5R

6. NAVIGATIONAL INFORMATION:

A. PORT DESCRIPTION: VASCO NUNEZ DE BALBOA LIES APPROXIMATELY 5NM INBOUND FROM THE ENTRANCE TO CANAL WATERS (BUOYS 1 AND 2).

B. CHARTS AND PUBLICATIONS: CHARTS 21601 (COASTAL) AND 21602 (HARBOR) WERE USED FOR INBOUND AND OUTBOUND TRANSITS. SAILING DIRECTIONS (PUB 153) WAS REFERED TO FOR GENERAL NAVIGATIONAL INFORMATION.

C. APPROACHES, LIGHTS, ETC: FWD AND AFT RANGE MARKERS ON THE APPROACH LEG ARE READILY IDENTIFIABLE (BOTH ARE WHITE WITH GREEN LIGHT).

D. PILOTAGE: PILOTAGE IS COMPULSORY. DIFFERENT PILOTS WERE USED FOR INBOUND AND OUTBOUND TRANSITS. PILOT PICK-UP POINT IS ONE AND ONE HALF MILES SE FROM FLAMENCO ISLAND. FLAMENCO SIGNAL STATION SHOULD BE CONTACTED ON CHANNEL 12 WHEN 10NM FROM FLAMENCO ISLAND. PILOTS SPOKE GOOD ENGLISH AND WERE VERY KNOWLEDGEABLE ABOUT CANAL ENTRANCE NAVIGATION. PILOT'S LADDER WAS RIGGED ON THE SHIP'S LEEWARD SIDE AT FRAME 182. VESSELS ENTERING CANAL WATERS SHOULD BE PREPARED TO EMBARK PCC BOARDING OFFICERS PRIOR TO EMBARKING A PILOT. BOARDING OFFICERS CONDUCT AN INSPECTION OF BRIDGE EQUIPMENT, INCLUDING WINDOW WIPERS, MAGNETIC COMPASS, SHIP'S CONTROL CONSOLE INDICATORS, ETC. ADDITIONALLY, THE FOLLOWING PAPERWORK IS REQUIRED FOR PRESENTATION: CARGO DECLARATION, CREW LIST AND QUARANTINE DECLARATION.

E. ENTRANCE: ENTRANCE TO CANAL WATERS IS IVO BUOYS 1 AND 2. BUOYS WERE CLEARLY VISIBLE.

F. CHANNEL: BUOYS AND A CLEARLY VISIBLE RANGE MAKE TRANSIT INTO AND OUT OF VNB EASY.

G. ANCHORAGE: NC.

I. TIDES AND CURRENTS: MCCLUSKY EXPERIENCED A WESTERLY SET OF 2-3 KNOTS ON INBOUND TRANSIT. SET AND DRIFT OUTBOUND WERE NEGLIGIBLE. TIDAL RANGE IN VNB IS 14 FEET.

J. WEATHER AND WINDS: VISIBILITY WAS UNRESTRICTED THROUGHOUT THE TRANSIT. TEMPERATURES AVERAGED IN THE LOWER 80'S. WINDS WERE FROM THE WEST AT 5 TO 10 KNOTS.

7. BERTHING AND FACILITIES:

A. MOORINGS, DOCKS, ETC: MCCLUSKY MOORED STBD SIDE TO AT PIER 7, BALBOA. CHARTED DEPTHS WERE SUFFICIENT FOR FFG DRAFT, HOWEVER, A SMALL AREA OF SHOAL WATER EXTENDS OUT FROM THE SW EDGE OF PIER 7. DESPITE PILOT'S ASSURANCE THAT DEPTH WAS IN EXCESS OF 9 METERS, MCCLUSKY REMAINED CLEAR WHILE MOORING AND UNMOORING.

B. FUEL, LUBE AND DIESEL OIL: MCCLUSKY TOOK ON 33,000 GALLONS OF MGO AND 13,000 GALLONS OF JP-5 FROM FUEL TRUCKS ON THE PIER.

C. MECHANICAL HANDLING FACILITIES: NA

D. DRYDOCKS AND REPAIR FACILITIES: NA

E. WAREHOUSES AND STORAGE FACILITIES: NA

F. STEVEDORES: SIX LINEHANDLERS WERE AVAILABLE FOR MOORING AND UNMOORING.

8. SERVICES, LOGISTICS AND OPERATIONS:

A. LIGHTERAGE: NA

B. DREDGES AND MISCELLANEOUS CRAFT: NA  
C. WATER: NA  
D. COMMUNICATIONS: HARBOR CONTROL MONITORED BTB CH16 AND CH12.  
E. MEDICAL: HA COORDINATED MEDICAL TREATMENT OF TWO MCCLUSKY CREWMEMBERS AT NEARBY PANAMANIAN HOSPITAL. FACILITIES AND QUALITY OF TREATMENT WERE EXCELLENT.  
F. GASOLINE: AS STATED ABOVE.  
G. PROVISIONS: FFV AND PASTRIES WERE UNLOADED. ALL WERE INSPECTED AND FOUND TO BE OF GOOD QUALITY.  
H. GARBAGE DISPOSAL: PROVIDED FOR ON PIER.  
I. CHT DISPOSAL: NA  
J. OILY WASTE DISPOSAL: NA  
9. PERSONALIA:  
A. OFFICIAL CALLS: NONE MADE  
B. HONORS: NON-SALUTING PORT  
10. PORT VISIT INFORMATION:  
A. GENERAL INFORMATION: NA  
B. LIBERTY: NA  
C. CLUBS AND BARS: NA  
D. RESTAURANTS: NA  
E. HOTELS: NA  
F. BEACHES: NA  
G. CHURCHES: NA  
H. TOURS: NA  
I. THEATER AND MOVIES: NA  
J. PHYSICAL SECURITY: A ROVING PATROL ARMED WITH AN M-14 WAS STATIONED ON THE 0-2 LEVEL. BOTH QUARTERDECK WATCHSTANDERS WERE EQUIPPED WITH 9MM'S.  
11.CO'S COMMENTS: UPON CONTACTING FLAMENCO SIGNAL STATION, MCCLUSKY WAS INFORMED THAT PILOT PICK-UP WOULD BE DELAYED APPROXIMATELY ONE AND ONE HALF HOUR. FLAMENCO SIGNAL STATION RECOMMENDED ANCHORING EAST OF SEA BUOY. MCC OPTED TO REMAIN UNDERWAY AND CONTACTED HA FOR ASSISTANCE. HA ARRANGED FOR BOARDING WITHIN 20 MINUTES HOWEVER, CONTRARY TO FLAMENCO ASSURANCE, BOARDING OFFICER AND PILOT DID NOT ARRIVE SIMULTANEOUSLY, RESULTING IN AN ADDITIONAL 45 MINUTE DELAY. ONCE MOORED, FUELING WAS SAFE AND EFFICIENT. HA, MR. (b) (6)  
(b) (6) ASSISTANCE WAS OUTSTANDING IN EVERY REGARD.//

BT  
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PRIORITY

P 092111Z OCT 00

FM USS MCCLUSKY

TO JICPAC HONOLULU HI//OAE/PD//

INFO AIC CATIS NORFOLK VA//DO3//  
CINCPACFLT PEARL HARBOR HI//N3/N323B//  
CINCLANTFLT NORFOLK VA//N3/N323B//  
USCINCSO MIAMI FL//SCJ32/SCJ3/J4//  
COMUSNAVSO  
DEPCOMUSNAVSO MAYPORT FL  
COMTHIRDFLT  
COMSECONDFLT  
COMNAVSURFPAC SAN DIEGO CA//N2/N3//  
COMNAVSURFLANT NORFOLK VA//N2/N3//  
COMNAVSURFGRU TWO MAYPORT FL  
CTF 40  
CTF 43  
CTG 4.1  
DIRJIATF EAST//J3/J4/J5//  
COMDESRON SEVEN  
CCGDELEVEN ALAMEDA CA//POD/POFC//  
USTRANSCOM SCOTT AFB IL//TCJ2-J//  
DIRNAVCRIMINVSERV WASHINGTON DC//2282/NAVATAC//  
NAVCRIMINVSERVFO MAYPORT FL//MPMP//  
NAVCRIMINVSERVRA ROOSEVELT ROADS PR  
NIMA NAVSAFETY BETHESDA MD  
NIMA RESTON VA//COTN//  
TG 4.1  
USDAO SAN JOSE CS  
HSL FOUR SEVEN NORTH ISLAND CA//JJJ//  
COGARD PAC TACLET SAN DIEGO CA//OPS//  
NAVPACMETOCCEN SAN DIEGO CA//JJJ//

UNCLAS //N03822//

MSGID/GENADMIN/MCCLUSKY//

SUBJ/PORT VISIT REPORT GOLFITO, COSTA RICA//

REF/A/DOC//FICM/ONI-2600Z-001-95//

AMPN/REF A IS FLEET INTELLIGENCE COLLECTION MANUAL//  
POC (b) (6) TJG/NAV/INMARSAT/011 872 153 6312/C/S SILVERFISH//

RMKS/

1. NAME OF PORT: GOLFITO, COSTA RICA
2. NAME OF VESSEL: USS MCCLUSKY (FFG 41)
3. NAME OF CO: CDR JOHN N. CHRISTENSON, USN

4. DATE OF VIST: 29 SEP 00 TO 02 OCT 00

5. TIME ZONE: 6S

6. NAVIGATIONAL INFORMATION:

A. PORT DESCRIPTION: THE PORT OF GOLFITO LIES IN A LAND LOCKED BAY ON THE NORTH EAST SIDE OF GOLFO DULCE.

B. CHARTS AND PUBLICATIONS: CHARTS 21562 (APPROACH) AND 21563 (HARBOR) WERE USED FOR INBOUND AND OUTBOUND TRANSITS. SAILING DIRECTIONS (PUB 153) WAS REFERED TO FOR GENERAL NAVIGATIONAL INFORMATION.

C. APPROACHES, LIGHTS, ETC: FWD AND AFT RANGE MARKERS ON THE HARBOR APPROACH LEG ARE READILY IDENTIFIABLE (BOTH ARE WHITE WITH A BLACK VERTICAL STRIPE).

D. PILOTAGE: PILOTAGE IS COMPULSORY. DIFFERENT PILOTS WERE USED FOR INBOUND AND OUTBOUND TRANSITS. PILOT PICK-UP POINT IS 1000 YDS OUTSIDE THE HARBOR ENTRANCE. HARBOR CONTROL SHOULD BE CONTACTED ON CHANNEL 16 ONE HOUR PRIOR TO ARRIVAL AT ENTRANCE. PILOTS SPOKE MARGINAL ENGLISH. PILOT'S LADDER WAS RIGGED ON THE SHIP'S LEEWARD SIDE PER HARBOR CONTROL'S REQUEST.

E. ENTRANCE: ENTRANCE DAY MARKERS ARE DIFFICULT TO LOCATE DUE TO DENSE FOLIAGE.

F. CHANNEL: CHANNEL WIDTH IS 350 YDS. PER CHART 21562 SHOAL WATER OBSTRUCTS THE RANGE, MAKING IT NECESSARY TO ALTER COURSE TO PORT. TIDAL RANGES MAKE RADAR NAVIGATION DIFFICULT AT LOW TIDE AND BOUYAGE AND NAVAIDS ARE INADEQUATE FOR FIXING SHIP'S POSISTION. RECOMMEND USE OF GPS WAYPOINTS.

G. ANCHORAGE: NC.

I. TIDES AND CURRENTS: MCCLUSKY EXPERIENCED A SOUTHWESTERLY SET OF ONE KNOT ON BOTH INBOUND AND OUTBOUND TRANSITS. TIDAL RANGE IN GOLFITO IS 3.1M, MAKING FREQUENT BROW ADJUSTMENTS NECESSARY.

J. WEATHER AND WINDS: VISIBILITY WAS UNRESTRICTED THROUGHOUT THE TRANSIT. TEMPERATURES AVERAGED IN THE LOWER 80'S. WINDS WERE FROM THE WEST AT 5 TO 10 KNOTS.

7. BERTHING AND FACILITIES:

A. MOORINGS, DOCKS, ETC: MCCLUSKY MOORED STBD SIDE TO ON THE MAIN WHARF. ALTHOUGH CHARTED DEPTHS RANGE FROM 6.1 TO 7.9 METERS, LEAD LINE SOUNDINGS INDICATED A DEPTH OF 9 METERS. A RECENT SURVEY PROVIDED BY THE HUSBANDING AGENT CONFIRMED SHIP'S FORCE SOUNDINGS. NO OTHER VESSELS WERE BERTHED AT THE MAIN WHARF. TUGS ARE NOT AVAILABLE IN GOLFITO, CS. RECOMMEND BERTHING IN CENTER OF PIER FOR EASIER UNDERWAY.

B. FUEL, LUBE AND DIESEL OIL: MCCLUSKY TOOK 98,000 GALLONS OF MGO FROM FUEL TRUCKS ON THE PIER. FUEL WAS OF GOOD QUALITY. PIER HOSE HANDLERS WERE EFFICIENT. JP-5 WAS NOT AVAILABLE.

C. MECHANICAL HANDLING FACILITIES: NA

D. DRYDOCKS AND REPAIR FACILITIES: NA

E. WAREHOUSES AND STORAGE FACILITIES: NA

F. STEVEDORES: SIX LINEHANDLERS WERE AVAILABLE FOR MOORING AND UNMOORING.

8. SERVICES, LOGISTICS AND OPERATIONS:

A. LIGHTERAGE: NA.

B. DREDGES AND MISCELLANEOUS CRAFT: NA

C. WATER: POTABLE WATER WAS PROVIDED FROM A PIER RISER. SHIP'S

TANKS WERE NOT CONTINUOUSLY FILLED, RISERS WERE OPENED AT SHIP'S FORCE REQUEST.

D. COMMUNICATIONS: HARBOR CONTROL MONITORED BTB CH16 AND TYPICALLY REQUESTED A SHIFT TO CH12.

E. MEDICAL: HA COORDINATED MEDICAL TREATMENT OF TWO MCCLUSKY CREWMEMBERS AT NEARBY GOLFITO HOSPITAL. FACILITIES AND QUALITY OF TREATMENT WERE EXCELLENT.

F. GASOLINE: AS STATED ABOVE.

G. PROVISIONS: FFV AND PASTRIES WERE UNLOADED. ALL WERE INSPECTED AND FOUND TO BE OF GOOD QUALITY.

H. GARBAGE DISPOSAL: PROVIDED FOR BY TRUCK AT DESIGNATED TIMES.

I. CHT DISPOSAL: CHT PUMPING WAS ACCOMPLISHED VIA TRUCKS ON PIER AT PRE-ARRANGED TIMES OF DAY.

J. OILY WASTE DISPOSAL: NA

9. PERSONALIA:

A. OFFICIAL CALLS: NONE MADE

B. HONORS: NON-SALUTING PORT

10. PORT VISIT INFORMATION:

A. GENERAL INFORMATION:

B. LIBERTY: ALL HANDS WERE GRANTED OVERNIGHT LIBERTY WITH AN APPROVED REQUEST CHIT WITH NAME AND PHONE NUMBER OF HOTEL AT WHICH THEY WERE STAYING. NO LIBERTY INCIDENTS OCCURED.

C. CLUBS AND BARS: MOST CLUBS AND BARS ARE SMALL AND NOT NOTEWORTHY. CLUB LATINO IS A POPULAR KARAOKE BAR IN WALKING DISTANCE OF THE PIER.

D. RESTAURANTS: SOME EXCELLENT DINING OPPORTUNITIES. HA PROVIDED A LIST OF GOLFITO'S BEST RESTAURANTS UPON ARRIVAL.

E. HOTELS: SEVERAL SMALL HOTELS. LAS GAVIOTAS AND SAMOA DEL SUR WAS ESPECIALLY POPULAR WITH MCCLUSKY CREW.

F. BEACHES: NO BEACH AREA EXISTS IN GOLFITO. HA ADVISED THAT BEACHES 30 MILES NORTH ARE POPULAR WITH TOURISTS.

G. CHURCHES: NUMEROUS SMALL ROMAN CATHOLIC CHURCHES IN GOLFITO AND SURROUNDING AREA. FEW PROTESTANT CHURCHES.

H. TOURS: OUTSTANDING TOURS OF THE SURROUNDING COUNTRY ARE AVAILABLE. ALL ARE ARRANGED VIA A LOCAL TOUR AGENCY KNOWN AS LAND SEA TOURS. AGENTS PROVIDED A BRIEF AND SIGN-UP PERIOD UPON SHIP'S ARRIVAL.

I. THEATER AND MOVIES: NA

J. PHYSICAL SECURITY: A ROVING PATROL ARMED WITH AN M-14 WAS STATIONED ON THE 0-2 LEVEL. BOTH QUARTERDECK WATCHSTANDERS WERE EQUIPPED WITH 9MM'S. TWO SHORE PATROL PERSONNEL WERE DISPATCHED IN THE AFTERNOON AND EVENING HOURS.

11.CO'S COMMENTS: MCCLUSKY EXPERIENCED A 24 HOUR DELAY IN MOORING AT GOLFITO DUE TO OPERATIONAL COMMITMENTS. LOGISTICS WERE EXPERTLY HANDLED BY HA, MR. (b) (6) AND USCG LIASON OFFICER, LT. (b) (6) AND AN ADDITIONAL DAY INPORT WAS EASILY ARRANGED. HIGHLY RECOMMEND ALL WHO VISIT GOLFITO TAKE ADVANTAGE OF TOUR PACKAGES. WHILE LIBERTY OPTIONS IN DOWN-TOWN GOLFITO ARE LIMITED, THE SURROUNDING COUNTRY IS STRIKING.//

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PRIORITY

P 160431Z OCT 00 PSN 834210N18

FM USS MCCLUSKY

TO JICPAC HONOLULU HI//OAE/PD//

INFO AIC CATIS NORFOLK VA//DO3//  
CINCPACFLT PEARL HARBOR HI//N3/N323B//  
CINCPACFLT PEARL HARBOR HI//N3/N323B//  
CINCLANTFLT NORFOLK VA//N3/N323B//  
USCINCSO MIAMI FL//SCJ32/SCJ3/J4//  
COMUSNAVSO  
COMUSNAVSO  
DEPCOMUSNAVSO MAYPORT FL  
COMTHIRDFLT  
COMSECONDFLT  
COMNAVSURFPAC SAN DIEGO CA//N2/N3//  
COMNAVSURFLANT NORFOLK VA//N2/N3//  
COMNAVSURFGRU TWO MAYPORT FL  
CTF 40  
CTF 40  
CTF 43  
CTG 4.1  
DIRJIATF EAST//J3/J4/J5//  
COMDESRON SEVEN  
CCGDELEVEN ALAMEDA CA//POD/POFC//  
USTRANSCOM SCOTT AFB IL//TCJ2-J//  
DIRNAVCRIMINVSERV WASHINGTON DC//2282/NAVATAC//  
NAVCRIMINVSERVFO MAYPORT FL//MPMP//  
NAVCRIMINVSERVRA ROOSEVELT ROADS PR  
NIMA NAVSAFETY BETHESDA MD  
NIMA RESTON VA//COTN//  
TG 4.1  
RUEHQT/USDAO QUITO EC  
HSL FOUR SEVEN NORTH ISLAND CA//JJJ//  
COGARD PAC TACLET SAN DIEGO CA//OPS//  
NAVPACMETOCCEN SAN DIEGO CA//JJJ//

UNCLAS //N03822//

MSGID/GENADMIN/MCCLUSKY//

SUBJ/PORT VISIT REPORT MANTA, ECUADOR//

REF/A/DOC//FICM/ONI-2600Z-001-95//

AMPN/REF A IS FLEET INTELLIGENCE COLLECTION MANUAL//  
POC (b) (6) LTJG/NAV/INMARSAT/011 872 153 6312/C/S SILVERFISH//

RMKS/

1. NAME OF PORT: MANTA, ECUADOR

2. NAME OF VESSEL: USS MCCLUSKY (FFG 41)

3. NAME OF CO: CDR JOHN N. CHRISTENSON, USN

4. DATE OF VIST: 10OCT00 TO 13OCT00

5. TIME ZONE: 5R

6. NAVIGATIONAL INFORMATION:

A. PORT DESCRIPTION: NC.

B. CHARTS AND PUBLICATIONS: CHART 22101 (19TH EDITION) WAS USED FOR INBOUND AND OUTBOUND TRANSITS.

C. APPROACHES, LIGHTS, ETC: MCCLUSKY APPROACHED VIA THE FOLLOWING WAYPOINTS: 005200S-0804200W, 005400S-0804200W AND 005541S-0804300W.

D. PILOTAGE: PILOTAGE IS COMPULSORY. PILOT PICK-UP POINT IS 1.5 NM NORTHEAST OF THE BREAKWATER. HARBOR CONTROL SHOULD BE CONTACTED ON CHANNEL 16 OR 12 ONE HOUR PRIOR TO ARRIVAL AT ENTRANCE. PILOT SPOKE MARGINAL ENGLISH BUT WAS KNOWLEDGABLE REGARDING NAVIGATION INTO THE BAY.

E. ENTRANCE: NA

F. CHANNEL: NA

G. ANCHORAGE: NC

I. TIDES AND CURRENTS: MCCLUSKY EXPERIENCED A NORTHEASTERLY SET OF 2 KTS DURING ITS APPROACH. OUTBOUND SET AND DRIFT WAS NEGLIGIBLE. TIDAL RANGE WAS 7 FEET FROM MEAN LOWER LOW WATER

J. WEATHER AND WINDS: VISIBILITY WAS UNRESTRICTED THROUGHOUT INBOUND AND OUTBOUND TRANSITS. TEMPERATURES AVERAGED IN THE MID 70'S. WINDS WERE WESTERLY AT 5-10 KTS FROM THE WEST AT 5 TO 10 KNOTS.

7. BERTHING AND FACILITIES:

A. MOORINGS, DOCKS, ETC: MCCLUSKY MOORED STBD SIDE TO ON THE SOUTH SIDE OF PIER 1. CHARTED DEPTH OF 7.5 TO 9 METERS IS NOT ACCURATE. MCCLUSKY LEAD LINE SOUNDINGS INDICATED PIERSIDE DEPTHS IN EXCESS OF 11 METERS AT LOW WATER WHICH CONCURRED WITH PILOT'S CLAIM.

B. FUEL, LUBE AND DIESEL OIL: MCCLUSKY TOOK 77,000 GALLONS OF MGO FROM A BARGE ALONGSIDE. FUEL WAS OF GOOD QUALITY. JP-5 WAS NOT AVAILABLE.

C. MECHANICAL HANDLING FACILITIES: NA

D. DRYDOCKS AND REPAIR FACILITIES: NA

E. WAREHOUSES AND STORAGE FACILITIES: NA

F. STEVEDORES: SIX LINEHANDLERS WERE AVAILABLE FOR MOORING AND UNMOORING.

8. SERVICES, LOGISTICS AND OPERATIONS:

A. LIGHTERAGE: NA.

B. DREDGES AND MISCELLANEOUS CRAFT: NA

C. WATER: PROVIDED FROM A TRUCK ON THE PIER.

D. COMMUNICATIONS: HARBOR CONTROL MONITORED BTB CH16 AND TYPICALLY REQUESTED A SHIFT TO CH12.

E. MEDICAL: NA.

F. GASOLINE: AS STATED ABOVE.

G. PROVISIONS: FFV AND PASTRIES WERE UNLOADED. ALL WERE INSPECTED AND FOUND TO BE OF GOOD QUALITY.

H. GARBAGE DISPOSAL: PROVIDED FOR BY TRUCK AT DESIGNATED TIMES.

- I. CHT DISPOSAL: PROVIDED FOR BY TRUCK AT DESIGNATED TIMES.
- J. OILY WASTE DISPOSAL: NA
- 9. PERSONALIA:
  - A. OFFICIAL CALLS: MCCLUSKY HOSTED A RECEPTION FOR GENERAL PACE, USMC, USCINCSO ON 12OCT. OTHER GUESTS IN ATTENDANCE INCLUDED ECUADORIAN OFFICIALS, CONGRESSMAN, MILITARY OFFICIALS OF THE ECUADORIAN ARMED SERVICES AND LEADERS OF THE LOCAL BUSINESS COMMUNITY.
  - B. HONORS: NON-SALUTING PORT
- 10. PORT VISIT INFORMATION:
  - A. GENERAL INFORMATION:
  - B. LIBERTY: ALL HANDS WERE GRANTED OVERNIGHT LIBERTY WITH AN APPROVED REQUEST CHIT WITH NAME AND PHONE NUMBER OF HOTEL THEY WERE STAYING. NO LIBERTY INCIDENTS OCCURED. A FOUR MAN BUDDY SYSTEM WAS IN EFFECT FOR THE FIRST EVENING, BUT THEN RELAXED TO TWO MAN ON THE SECOND DAY.
  - C. CLUBS AND BARS: MOST CLUBS AND BARS ARE SMALL AND NOT NOTEWORTHY. BAHIA BEACH WAS A CREW FAVORITE.
  - D. RESTAURANTS: SOME EXCELLENT DINING OPPORTUNITIES. QUALITY SEAFOOD IS ABUNDANT AND AVAILABLE FOR VERY REASONABLE PRICES.
  - E. HOTELS: THE ORO VERDE IS MANTA'S 5 STAR HOTEL. IT WAS A POPULAR MEETING PLACE FOR FOOD AND DRINKS. AVERAGE COST OF A ROOM WAS \$100.00.
  - F. BEACHES: A BEACH AREA EXISTS IN MANTA IN CLOSE PROXIMITY TO THE PIER. BEACH IS CLEAN BUT WAS NOT VERY POPULAR WITH LOCALS OR CREWMEMBERS.
  - G. CHURCHES: NUMEROUS SMALL ROMAN CATHOLIC CHURCHES IN MANTA AND SURROUNDING AREA. FEW PROTESTANT CHURCHES.
  - H. TOURS: TOURS OF THE LOCAL SITES AND SURROUNDING COUNTRY WERE BRIEFED BY HA UPON ARRIVAL. EXCELLENT DIVING OPPORTUNITIES EXIST WITHIN AN HOUR OF MANTA.
  - I. THEATER AND MOVIES: A MODERN MOVIE THEATER IS LOCATED AT THE MANTA SHOPPING MALL. IT CONTAINS 6 SCREENS AND PLAYS CURRENT AMERICAN TITLES.
  - J. PHYSICAL SECURITY: A ROVING PATROL ARMED WITH AN M-14 WAS STATIONED ON THE 0-2 LEVEL. BOTH QUARTERDECK WATCHSTANDERS WERE EQUIPPED WITH 9MM'S. TWO SHORE PATROL PERSONNEL WERE DISPATCHED IN THE AFTERNOON AND EVENING HOURS IN CIVILIAN ATTIRE.
- 11.CO'S COMMENTS: MCCLUSKY HAD AN EXCELLENT TIME IN MANTA. DESPITE SOME EARLIER MISGIVINGS, THE CITY WAS VERY SAFE. PARTICIPATION IN TWO COMMUNITY RELATIONS PROJECTS, OVER TWO DAYS, IN BOTH MANTA AND BAHIA DE CARAQUEZ WERE THE HIGHLIGHT OF THE PVST. MCCLUSKY LOOKS FORWARD TO A RETURN TO THIS GREAT PORT.//

BT  
NNNN



ROUTINE

R 160432Z OCT 00

FM USS MCCLUSKY

TO COMDESRON SEVEN

INFO USCINCSO MIAMI FL//J00/J01/J01PA/J3/J5//  
CINCPACFLT PEARL HARBOR HI//N00PA//  
COMNAVSURFPAC SAN DIEGO CA//N01P/N41//  
COMUSNAVSO  
CTF 40  
CTG 4.1  
COMNAVREG SW SAN DIEGO CA//N00PA//  
OLA WASHINGTON DC//LA3//

UNCLAS //N05050//

MSGID/GENADMIN/MCCLUSKY//

SUBJ/AFTER ACTION REPORT FOR COMMANDER IN CHIEF, UNITED STATES  
SOUTHERN COMMAND VISIT ON 12 OCTOBER 2000//

REF/A/ADOC/CINCPACFLT 5440.3H/24JAN95//

AMPN/REF A DIRECTS AFTER ACTION REPORT FOLLOWING VIP VISIT//  
POC: (b) (6) LT/OPERATIONS OFFICER/COMM:619-556-4378/DSN:526-4378//

RMKS/

1. IAW REF A, FOL INPUT PROVIDED:

A. GENERAL PACE, COMMANDER IN CHIEF, UNITED STATES SOUTHERN  
COMMAND, HOSTED A RECEPTION IN USS MCCLUSKY (FFG 41) WHILE  
VISITING MANTA, ECUADOR ON 12 OCTOBER 2000. THE RECEPTION  
WAS IN HONOR OF ECUADORAN GOVERNOR, CONGRESSMEN, MAYORS, MILITARY  
OFFICIALS OF THE ECUADORAN ARMED SERVICES, AND LEADERS OF  
THE LOCAL BUSINESS COMMUNITY.

B. SUBJECT OF BRIEFING: PURPOSE OF RECEPTION WAS TO ENHANCE  
US RELATIONS ABROAD AND ENGAGEMENT WITHIN USSOUTHCOM'S AOR.

C. AREAS OF SPECIAL INTEREST:

1. EVENT WAS HELD FROM 1900 TO 2200 LOCAL ON MCCLUSKY'S FLIGHT  
DECK AND PORT HELO HANGAR.

2. FLAGS WERE DISPLAYED IN THE HANGAR, SABERHAWK 75 (SH-60B)  
WAS SPREAD ON DECK, FRIENDSHIP LIGHTS WERE DISPLAYED, ECUADOR'S  
NATIONAL FLAG WAS HIGHLIGHTED ON OUTBOARD HALYARD BY FLOOD LIGHTS,  
THE GUIDED MISSILE TRAINING ROUND (GMTR) WAS ON THE RAIL, AND  
76MM GUN WAS TRAINED TO AIR READY.

3. RADM WADE MCCLUSKY'S BINOCULARS USED TO SPOT THE JAPANESE  
FLEET AT THE BATTLE OF MIDWAY AND HIS RIBBONS WERE DISPLAYED  
AND A DOCUMENTARY ON THE BATTLE OF MIDWAY WAS CONTINUOUSLY  
SHOWN ON USS MCCLUSKY'S LARGE OUTDOOR MOVIE PROJECTOR AND SCREEN.

4. USS MCCLUSKY OFFICERS AND CHIEFS WERE IN ATTENDANCE IN SUMMER WHITES AND FOOD SERVICE ATTENDANTS WORE FORMAL ATTIRE AS THEY SERVED DRINKS AND APPETIZERS BETTER THAN PROFESSIONAL WAITERS.

5. USSOUTHCOM SECURITY FORCES AND ECUADORAN MARINES PROVIDED PIER SECURITY IN ADDITION TO USS MCCLUSKY'S SECURITY FORCE. ECUADORAN NAVY PROVIDED PATROL BOATS FOR HARBOR SECURITY.

6. USS MCCLUSKY OFFICERS AND CHIEFS GAVE TOURS OF THE SHIP TO GUESTS THROUGHOUT EVENING.

7. GENERAL PACE PRESENTED USS MCCLUSKY A USSOUTHCOM PLAQUE AND IN TURN WAS PRESENTED A USS MCCLUSKY FLAG OFFICER COMMAND BALLCAP.

D. SIGNIFICANT QUESTIONS AND ANSWERS: NO FORMAL SPEECHES WERE MADE. COMMANDING OFFICER WELCOMED GEN PACE, HIS WIFE, AND PRINCIPAL GUESTS THROUGH AN INTERPRETER. IT WAS AN EVENING OF POLITE CONVERSATION AND GOOD WILL.

E. OTHER ITEMS OF INTEREST:

1. EIGHT ECUADORAN PRESS AND PHOTOGRAPHERS COVERED THE EVENT EXTENSIVELY THROUGHOUT THE EVENING, PRIMARILY PHOTOGRAPHING CINCSOUTH IN CONVERSATION WITH GUESTS.

2. DISTINGUISHED ECUADORAN GUESTS OF GENERAL PACE WERE IMPRESSED WITH RECEPTION AS WAS GENERAL PACE, HIS WIFE, AND STAFF. GENERAL PACE PRESENTED USSOUTHCOM COMMAND COINS TO OUTSTANDING MESS SPECIALISTS WHO PREPARED A MOST DISTINGUISHED RECEPTION.

F. USS MCCLUSKY WAS EXTREMELY HONORED THAT GENERAL PACE HOSTED HIS RECEPTION ONBOARD USS MCCLUSKY DURING HIS VISIT FOR ECUADORAN DIGNITARIES. IT WAS AN EVENING ENJOYED BY ALL.//

BT

NNNN

PRIORITY

P 262244Z OCT 00

FM USS MCCLUSKY

TO JICPAC HONOLULU HI//OAE/PD//

INFO AIC CATIS NORFOLK VA//DO3//  
CINCPACFLT PEARL HARBOR HI//N3/N323B//  
CINCLANTFLT NORFOLK VA//N3/N323B//  
USCINCSO MIAMI FL//SCJ32/SCJ3/J4//  
COMUSNAVSO  
DEPCOMUSNAVSO MAYPORT FL  
COMTHIRDFLT  
COMSECONDFLT  
COMNAVSURFPAC SAN DIEGO CA//N2/N3//  
COMNAVSURFLANT NORFOLK VA//N2/N3//  
COMNAVSURFGRU TWO MAYPORT FL  
CTF 40  
CTF 43  
DIRJIATF EAST//J3/J4/J5//  
COMDESRON SEVEN  
CCGDELEVEN ALAMEDA CA//POD/POFC//  
USTRANSCOM SCOTT AFB IL//TCJ2-J//  
DIRNAVCRIMINVSERV WASHINGTON DC//2282/NAVATAC//  
NAVCRIMINVSERVFO MAYPORT FL//MPMP//  
NAVCRIMINVSERVRA ROOSEVELT ROADS PR  
NIMA NAVSAFETY BETHESDA MD  
NIMA RESTON VA//COTN//  
TG 4.1  
USDAO PANAMA CITY PM  
HSL FOUR SEVEN NORTH ISLAND CA//JJJ//  
COGARD PAC TACLET SAN DIEGO CA//OPS//  
NAVPACMETOCCEN SAN DIEGO CA//JJJ//

UNCLAS //N03822//

MSGID/GENADMIN/MCCLUSKY//

SUBJ/PORT VISIT REPORT VASCO NUNEZ DE BALBOA, PANAMA//

REF/A/DOC//FICM/ONI-2600Z-001-95//

AMPN/REF A IS FLEET INTELLIGENCE COLLECTION MANUAL//  
POC/(b) (6) LTJG/NAV/INMARSAT/011 872 153 6312/C/S SILVERFISH//

RMKS/

1. NAME OF PORT: VASCO NUNEZ DE BALBOA, PANAMA
2. NAME OF VESSEL: USS MCCLUSKY (FFG 41)
3. NAME OF CO: CDR JOHN N. CHRISTENSON, USN
4. DATE OF VIST: 20OCT00 TO 22OCT00

5. TIME ZONE: 5R

6. NAVIGATIONAL INFORMATION:

A. PORT DESCRIPTION: VASCO NUNEZ DE BALBOA LIES APPROXIMATELY 5NM INBOUND FROM THE ENTRANCE TO CANAL WATERS (BUOYS 1 AND 2).

B. CHARTS AND PUBLICATIONS: CHARTS 21601 (COASTAL) AND 21602 (HARBOR) WERE USED FOR INBOUND AND OUTBOUND TRANSITS. SAILING DIRECTIONS (PUB 153) WAS REFERRED TO FOR GENERAL NAVIGATIONAL INFORMATION.

C. APPROACHES, LIGHTS, ETC: FWD AND AFT RANGE MARKERS ON THE APPROACH LEG ARE READILY IDENTIFIABLE (BOTH ARE WHITE WITH GREEN LIGHT).

D. PILOTAGE: PILOTAGE IS COMPULSORY. DIFFERENT PILOTS WERE USED FOR INBOUND AND OUTBOUND TRANSITS. PILOT PICK-UP POINT IS ONE AND ONE HALF MILES SE FROM FLAMENCO ISLAND. FLAMENCO SIGNAL STATION SHOULD BE CONTACTED ON CHANNEL 12 WHEN 10NM FROM FLAMENCO ISLAND. PILOTS SPOKE GOOD ENGLISH AND WERE VERY KNOWLEDGEABLE ABOUT CANAL ENTRANCE NAVIGATION. PILOT'S LADDER WAS RIGGED ON THE SHIP'S LEEWARD SIDE AT FRAME 182. VESSELS ENTERING CANAL WATERS SHOULD BE PREPARED TO EMBARK PCC BOARDING OFFICERS PRIOR TO EMBARKING A PILOT. BOARDING OFFICERS INSPECT THE FOLLOWING PAPERWORK: CARGO DECLARATION, CREW LIST AND QUARANTINE DECLARATION.

E. ENTRANCE: ENTRANCE TO CANAL WATERS IS IVO BUOYS 1 AND 2. BUOYS WERE CLEARLY VISIBLE.

F. CHANNEL: BUOYS AND A CLEARLY VISIBLE RANGE MAKE TRANSIT INTO AND OUT OF VNB EASY.

G. ANCHORAGE: NC.

I. TIDES AND CURRENTS: MCCLUSKY EXPERIENCED A WESTERLY SET OF 2 KNOTS ON INBOUND TRANSIT APPROACH LEG. IN VICINITY OF BALBOA PIERS, (PILOT EXPLAINED) THERE IS TYPICALLY AN OUTBOUND CURRENT RESULTING FROM WATERFLOW FROM LOCKS. TIDAL RANGE IN VNB IS 14 FEET.

J. WEATHER AND WINDS: VISIBILITY WAS UNRESTRICTED THROUGHOUT THE TRANSIT. TEMPERATURES AVERAGED IN THE LOWER 80'S. WINDS WERE FROM THE SOUTH WEST AT 5 TO 10 KNOTS.

7. BERTHING AND FACILITIES:

A. MOORINGS, DOCKS, ETC: MCCLUSKY MOORED PORT SIDE TO AT PIER 1 NORTH, BALBOA.

B. FUEL, LUBE AND DIESEL OIL: MCCLUSKY TOOK ON 86,000 GALLONS OF MGO AND 13,000 GALLONS OF JP-5 FROM RISERS ON THE PIER.

C. MECHANICAL HANDLING FACILITIES: NA.

D. DRYDOCKS AND REPAIR FACILITIES: NA.

E. WAREHOUSES AND STORAGE FACILITIES: NA.

F. STEVEDORES: SIX LINEHANDLERS WERE AVAILABLE FOR MOORING AND UNMOORING.

8. SERVICES, LOGISTICS AND OPERATIONS:

A. LIGHTERAGE: NA.

B. DREDGES AND MISCELLANEOUS CRAFT: NA.

C. WATER: CONTINUOUS FLOW AVAILABLE FROM PIER RISERS.

D. COMMUNICATIONS: HARBOR CONTROL MONITORED BTB CH16 AND CH12.

E. MEDICAL: NA.

F. GASOLINE: AS STATED ABOVE.

- G. PROVISIONS: FFV AND PASTRIES WERE ONLOADED. ALL WERE INSPECTED AND FOUND TO BE OF GOOD QUALITY.
- H. GARBAGE DISPOSAL: PROVIDED FOR ON PIER.
- I. CHT DISPOSAL: PUMPED TO A TRUCK ON PIER.
- J. OILY WASTE DISPOSAL: NA
- 9. PERSONALIA:
  - A. OFFICIAL CALLS: NONE MADE
  - B. HONORS: NON-SALUTING PORT
- 10. PORT VISIT INFORMATION:
  - A. GENERAL INFORMATION: NA
  - B. LIBERTY: MCCLUSKY HAD TWO NIGHTS OF LIBERTY. TWO-MAN BUDDY RULE WAS IN EFFECT.
  - C. CLUBS AND BARS: A SHORT CAB RIDE BROUGHT MOST SAILORS TO DOWN TOWN PANAMA CITY. IT OFFERS ALL THE EXPECTED AMENITIES OF A LARGE COSMOPOLITAN CITY.
  - D. RESTAURANTS: SAME AS ABOVE. TGI FRIDAY'S WAS ESPECIALLY POPULAR WITH THE CREW.
  - E. HOTELS: NA.
  - F. BEACHES: NA.
  - G. CHURCHES: NA.
  - H. TOURS: NA.
  - I. THEATER AND MOVIES: NA.
  - J. PHYSICAL SECURITY: A ROVING PATROL ARMED WITH AN M-14 WAS STATIONED ON THE 0-2 LEVEL. BOTH QUARTERDECK WATCHSTANDERS WERE EQUIPPED WITH 9MM'S.
- 11.CO'S COMMENTS: MCCLUSKY WAS DELAYED IN MOORING OVER TWO HOURS DUE TO UNAVAILABILITY OF A PILOT. ONCE PIERSIDE, FUELING AND LOGISTICS SUPPORT WAS EXPEDITIOUS AND SAFE. IN PARTICULAR, MCCLUSKY RECEIVED A MUCH NEEDED CASREP PART. IN THE MEAN-TIME, THE CREW ENJOYED TWO NIGHTS OF OUTSTANDING LIBERTY.//

BT  
NNNN

PRIORITY

P 091556Z NOV 00

FM USS MCCLUSKY

TO JICPAC HONOLULU HI//OAE/PD//

INFO AIC CATIS NORFOLK VA//DO3//  
CINCPACFLT PEARL HARBOR HI//N3/N323B//  
CINCLANTFLT NORFOLK VA//N3/N323B//  
USCINCSO MIAMI FL//SCJ32/SCJ3/J4//  
COMUSNAVSO  
DEPCOMUSNAVSO MAYPORT FL  
COMTHIRDFLT  
COMSECONDFLT  
COMNAVSURFPAC SAN DIEGO CA//N2/N3//  
COMNAVSURFLANT NORFOLK VA//N2/N3//  
COMNAVSURFGRU TWO MAYPORT FL  
CTF 40  
CTF 43  
DIRJIATF EAST//J3/J4/J5//  
COMDESRON SEVEN  
CCGDELEVEN ALAMEDA CA//POD/POFC//  
USTRANSCOM SCOTT AFB IL//TCJ2-J//  
DIRNAVCRIMINVSERV WASHINGTON DC//2282/NAVATAC//  
NAVCRIMINVSERVFO MAYPORT FL//MPMP//  
NAVCRIMINVSERVRA ROOSEVELT ROADS PR  
NIMA NAVSAFETY BETHESDA MD  
NIMA RESTON VA//COTN//  
TG 4.1  
USDAO PANAMA CITY PM  
HSL FOUR SEVEN NORTH ISLAND CA//JJJ//  
COGARD PAC TACLET SAN DIEGO CA//OPS//  
NAVPACMETOCCEN SAN DIEGO CA//JJJ//

UNCLAS //N03822//

MSGID/GENADMIN/MCCLUSKY//

SUBJ/PORT VISIT REPORT VASCO NUNEZ DE BALBOA, PANAMA//

REF/A/DOC//FICM/ONI-2600Z-001-95//

AMPN/REF A IS FLEET INTELLIGENCE COLLECTION MANUAL//  
POC (b) (6) /LTJG/NAV/INMARSAT/011 872 153 6312/C/S SILVERFISH//

RMKS/

1. NAME OF PORT: VASCO NUNEZ DE BALBOA, PANAMA
2. NAME OF VESSEL: USS MCCLUSKY (FFG 41)
3. NAME OF CO: CDR JOHN N. CHRISTENSON, USN
4. DATE OF VIST: 31OCT00 TO 02NOV00

5. TIME ZONE: 5R

6. NAVIGATIONAL INFORMATION:

A. PORT DESCRIPTION: VASCO NUNEZ DE BALBOA LIES APPROXIMATELY 5NM INBOUND FROM THE ENTRANCE TO CANAL WATERS (BUOYS 1 AND 2).

B. CHARTS AND PUBLICATIONS: CHARTS 21601 (COASTAL) AND 21602 (HARBOR) WERE USED FOR INBOUND AND OUTBOUND TRANSITS. SAILING DIRECTIONS (PUB 153) WAS REFERRED TO FOR GENERAL NAVIGATIONAL INFORMATION.

C. APPROACHES, LIGHTS, ETC: FWD AND AFT RANGE MARKERS ON THE APPROACH LEG ARE READILY IDENTIFIABLE (BOTH ARE WHITE WITH GREEN LIGHT).

D. PILOTAGE: PILOTAGE IS COMPULSORY. DIFFERENT PILOTS WERE USED FOR INBOUND AND OUTBOUND TRANSITS. PILOT PICK-UP POINT IS ONE AND ONE HALF MILES SE FROM FLAMENCO ISLAND. FLAMENCO SIGNAL STATION SHOULD BE CONTACTED ON CHANNEL 12 WHEN 10NM FROM FLAMENCO ISLAND. PILOTS SPOKE GOOD ENGLISH AND WERE KNOWLEDGEABLE ABOUT CANAL ENTRANCE NAVIGATION. VESSELS ENTERING CANAL WATERS SHOULD BE PREPARED TO EMBARK PCC BOARDING OFFICERS PRIOR TO EMBARKING A PILOT. BOARDING OFFICERS INSPECT THE FOLLOWING PAPERWORK: CARGO DECLARATION, CREW LIST AND QUARANTINE DECLARATION.

E. ENTRANCE: ENTRANCE TO CANAL WATERS IS IVO BUOYS 1 AND 2. BUOYS WERE CLEARLY VISIBLE.

F. CHANNEL: BUOYS AND A CLEARLY VISIBLE RANGE MAKE TRANSIT INTO AND OUT OF VNB EASY.

G. ANCHORAGE: NC.

I. TIDES AND CURRENTS: MCCLUSKY EXPERIENCED A SLIGHT EASTERLY SET ON TRANSIT APPROACH LEG. A MORE PRONOUNCED EASTERLY SET (2 KNOTS) WAS EXPERIENCED ON OUTBOUND TRANSIT. IN VICINITY OF BALBOA PIERS THERE IS TYPICALLY AN OUTBOUND CURRENT RESULTING FROM WATERFLOW FROM LOCKS. TIDAL RANGE IN VNB IS 14 FEET. RECOMMEND BROW PLACEMENT ON FLT DECK TO ALLOW FOR ADJUSTMENTS FOR TIDAL RANGE.

J. WEATHER AND WINDS: VISIBILITY WAS UNRESTRICTED THROUGHOUT THE TRANSIT. TEMPERATURES AVERAGED IN THE LOWER 80'S. INBOUND: WINDS WERE FROM THE NORTH-WEST AT 5 KNOTS. OUTBOUND: WINDS WERE FROM THE SOUTH AT 5 KTS.

7. BERTHING AND FACILITIES:

A. MOORINGS, DOCKS, ETC: MCCLUSKY MOORED STBD SIDE TO AT PIER 1 NORTH, BALBOA.

B. FUEL, LUBE AND DIESEL OIL: MCCLUSKY TOOK ON 100,000 GALLONS OF MGO AND 8,000 GALLONS OF JP-5 FROM RISERS ON THE PIER.

C. MECHANICAL HANDLING FACILITIES: NA.

D. DRYDOCKS AND REPAIR FACILITIES: NA.

E. WAREHOUSES AND STORAGE FACILITIES: NA.

F. STEVEDORES: SIX LINEHANDLERS WERE AVAILABLE FOR MOORING AND UNMOORING.

8. SERVICES, LOGISTICS AND OPERATIONS:

A. LIGHTERAGE: NA.

B. DREDGES AND MISCELLANEOUS CRAFT: NA.

C. WATER: CONTINUOUS FLOW AVAILABLE FROM PIER RISERS.

D. COMMUNICATIONS: HARBOR CONTROL MONITORED BTB CH16 AND CH12.

E. MEDICAL: NA.

F. GASOLINE: AS STATED ABOVE.  
G. PROVISIONS: FFV, ASSORTED DRY GOODS AND MEATS WERE UNLOADED.  
ALL WERE INSPECTED AND FOUND TO BE OF GOOD QUALITY.  
H. GARBAGE DISPOSAL: PROVIDED FOR ON PIER.  
I. CHT DISPOSAL: PUMPED TO A TRUCK ON PIER.  
J. OILY WASTE DISPOSAL: NA  
9. PERSONALIA:  
A. OFFICIAL CALLS: NONE MADE  
B. HONORS: NON-SALUTING PORT  
10. PORT VISIT INFORMATION:  
A. GENERAL INFORMATION: NA  
B. LIBERTY: MCCLUSKY HAD TWO NIGHTS OF LIBERTY. TWO-MAN  
BUDDY RULE WAS IN EFFECT.  
C. CLUBS AND BARS: AN INEXPENSIVE CAB RIDE BROUGHT MOST SAILORS  
TO DOWN TOWN PANAMA CITY. TRAFFIC CAN CAUSE SIGNIFICANT DELAYS.  
THERE ARE COUNTLESS BARS AND CLUBS IN THE CITY FOR CREW  
RECREATION.  
D. RESTAURANTS: SAME AS ABOVE. BENNIGAN'S AND TGI FRIDAY'S  
WERE VERY POPULAR WITH THE CREW.  
E. HOTELS: MOST HOTELS OFFER PRICES COMPATIBLE WITH THOSE IN  
US CITIES. HOLIDAY INN IS CENTRALLY LOCATED AND REASONABLE  
(\$140.00 FOR A TWO PERSON ROOM PER NIGHT).  
F. BEACHES: NA.  
G. CHURCHES: NA.  
H. TOURS: NA.  
I. THEATER AND MOVIES: NA.  
J. PHYSICAL SECURITY: A ROVING PATROL ARMED WITH AN M-14 WAS  
STATIONED ON THE 0-2 LEVEL. BOTH QUARTERDECK WATCHSTANDERS  
WERE EQUIPPED WITH 9MM'S.  
11.CO'S COMMENTS: MCCLUSKY WAS DELAYED IN MOORING AND GETTING  
UNDERWAY OVER ONE AND A HALF HOURS DUE TO UNAVAILABILITY OF A  
PILOT. WHEN PIER-SIDE, FUELING AND LOGISTICS SUPPORT WAS  
EXPEDITIOUS AND SAFE. AS BEFORE, MCCLUSKY CREW ENJOYED LIBERTY  
IN PANAMA IMMENSELY.//

BT  
NNNN



PRIORITY

P 181530Z NOV 00

FM USS MCCLUSKY

TO COMDESRON SEVEN

INFO CINCPACFLT PEARL HARBOR HI  
COMTHIRDFLT  
COMNAVSURFPAC SAN DIEGO CA  
CTF 40  
CTG 4.1  
COMDESRON ONE  
DEPCOMUSNAVSO MAYPORT FL  
RSO SAN DIEGO CA//JJJ//  
SOPA ADMIN SAN DIEGO CA  
ALL SHIPS PRESENT SUBAREA EAST SAN DIEGO CA  
TG 4.1

UNCLAS //N03120// VOL CCN

MSGID/GENADMIN/MCCLUSKY//

SUBJ/ASSUMPTION OF COMMAND//

REF/A/DOC/DON/14SEP90//

REF/B/RMG/DEPCHNAVPER/201235ZJUL00//

NARR/REF A IS NAVY REGULATIONS. REF B IS BUPER ORDER 2249  
ICO CDR W.B. HAFLICH, USN.//

RMKS/

1. IAW REF A AND B, CDR W.B. HAFLICH, USN, RELIEVED  
CDR J.N. CHRISTENSON, USN, AS COMMANDING OFFICER,  
USS MCCLUSKY (FFG-41), AT 181530ZNOV00 IN CEREMONIES AT  
KEY WEST, FL.

2. ALL ORDERS, INSTRUCTIONS AND NOTICES REMAIN IN EFFECT.//

BT

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PRIORITY

P 230033Z NOV 00

FM USS MCCLUSKY

TO JICPAC HONOLULU HI//OAE/PD//

INFO AIC CATIS NORFOLK VA//DO3//  
CINCPACFLT PEARL HARBOR HI//N3/N323B//  
CINCLANTFLT NORFOLK VA//N3/N323B//  
USCINCSO MIAMI FL//SCJ32/SCJ3/J4//  
COMUSNAVSO  
DEPCOMUSNAVSO MAYPORT FL  
COMTHIRDFLT  
COMSECONDFLT  
COMNAVSURFPAC SAN DIEGO CA//N2/N3//  
COMNAVSURFLANT NORFOLK VA//N2/N3//  
COMNAVSURFGRU TWO MAYPORT FL  
CTF 40  
CTF 43  
DIRJIATF EAST//J3/J4/J5//  
COMDESRON SEVEN  
CCGDELEVEN ALAMEDA CA//POD/POFC//  
USTRANSCOM SCOTT AFB IL//TCJ2-J//  
DIRNAVCRIMINVSERV WASHINGTON DC//2282/NAVATAC//  
NAVCRIMINVSERVFO MAYPORT FL//MPMP//  
NAVCRIMINVSERVRA ROOSEVELT ROADS PR  
NIMA NAVSAFETY BETHESDA MD  
NIMA RESTON VA//COTN//  
TG 4.1  
USDAO PANAMA CITY PM  
HSL FOUR SEVEN NORTH ISLAND CA//JJJ//  
COGARD PAC TACLET SAN DIEGO CA//OPS//  
NAVPACMETOCCEN SAN DIEGO CA//JJJ//

UNCLAS //N03822//

MSGID/GENADMIN/MCCLUSKY//

SUBJ/PORT VISIT REPORT VASCO NUNEZ DE BALBOA, PANAMA AND  
NORTHBOUND CANAL TRANSIT//

REF/A/DOC//FICM/ONI-2600Z-001-95//

AMPN/REF A IS FLEET INTELLIGENCE COLLECTION MANUAL//  
POC (b) (6) LTJG/NAV/INMARSAT/011 872 153 6312/C/S SILVERFISH//

RMKS/

1. NAME OF PORT: VASCO NUNEZ DE BALBOA, PANAMA
2. NAME OF VESSEL: USS MCCLUSKY (FFG 41)
3. NAME OF CO: CDR JOHN N. CHRISTENSON, USN

4. DATE OF VIST: 11NOV00 TO 12NOV00  
DATE OF TRANSIT: 12NOV00

5. TIME ZONE: 5R

6. NAVIGATIONAL INFORMATION:

A. PORT DESCRIPTION: VASCO NUNEZ DE BALBOA LIES APPROXIMATELY 5NM INBOUND FROM THE ENTRANCE TO CANAL WATERS (BUOYS 1 AND 2).

B. CHARTS AND PUBLICATIONS: CHARTS 21601 (COASTAL) AND 21602 (HARBOR) WERE USED FOR INBOUND TRANSIT TO VNB. 21604 AND 26068 WERE USED FOR CANAL TRANSIT. SAILING DIRECTIONS (PUB 153) WAS REFERED TO FOR GENERAL NAVIGATIONAL INFORMATION.

C. APPROACHES, LIGHTS, ETC: FWD AND AFT RANGE MARKERS INTO AND THROUGH THE CANAL ARE READILY IDENTIFIABLE.

D. PILOTAGE: PILOTAGE IS COMPULSORY. DIFFERENT PILOTS WERE USED FOR INBOUND VNB TRANSIT AND CANAL TRANSIT. PILOT PICK-UP POINT IS ONE AND ONE HALF MILES SE FROM FLAMENCO ISLAND. CANAL TRANSIT PILOT BOARDED 30 MINUTES PRIOR TO UNDERWAY. FLAMENCO SIGNAL STATION SHOULD BE CONTACTED ON CHANNEL 12 WHEN 10NM FROM FLAMENCO ISLAND. PILOTS SPOKE GOOD ENGLISH AND WERE KNOWLEDGEABLE ABOUT CANAL NAVIGATION. VESSELS ENTERING CANAL WATERS SHOULD BE PREPARED TO EMBARK PCC BOARDING OFFICERS AND 6-8 LINEHANDLERS PRIOR TO EMBARKING PILOT. BOARDING OFFICERS INSPECT THE FOLLOWING PAPERWORK: CARGO DECLARATION, CRFW LIST AND QUARANTINE DECLARATION. PAPERWORK WAS NOT RE-INSPECTED PRIOR TO CANAL TRANSIT ON 12NOV. LINEHANDLERS REMAINED ONBOARD FOR ENTIRE TRANSIT AND WERE USED TO HANDLE LINES WITHIN THE LOCKS.

E. ENTRANCE: ENTRANCE TO CANAL WATERS IS IVO BUOYS 1 AND 2. BUOYS WERE CLEARLY VISIBLE.

F. CHANNEL: BUOYS AND CLEARLY VISIBLE RANGES MAKE TRANSIT INTO VNB AND THROUGH THE CANAL EASY.

G. ANCHORAGE: NC.

I. TIDES AND CURRENTS: THROUGHOUT MOST OF THE TRANSIT, MCCLUSKY EXPERIENCED A SLIGHT CURRENT WHICH FLOWED PARALLEL TO THE CANAL, AWAY FROM GATUN. PILOT WAS KNOWLEDGEABLE AND VERY HELPFUL WRT VARIOUS CURRENTS. IN GATUN LAKE, SET AND DRIFT WERE NEGLIGIBLE.

J. WEATHER AND WINDS: VISIBILITY WAS UNRESTRICTED THROUGHOUT TRANSIT. TEMPERATURES AVERAGED IN THE LOWER 80'S. WINDS WERE FROM THE NORTH-WEST AT 5 KNOTS.

7. BERTHING AND FACILITIES:

A. MOORINGS, DOCKS, ETC: MCCLUSKY MOORED PORT SIDE TO AT PIER 1 NORTH, BALBOA.

B. FUEL, LUBE AND DIESEL OIL: MCCLUSKY TOOK ON 140,000 GALLONS OF MGO AND 10,000 GALLONS OF JP-5 FROM RISERS ON THE PIER.

C. MECHANICAL HANDLING FACILITIES: NA.

D. DRYDOCKS AND REPAIR FACILITIES: NA.

E. WAREHOUSES AND STORAGE FACILITIES: NA.

F. STEVEDORES: SIX LINEHANDLERS WERE AVAILABLE FOR MOORING AND UNMOORING.

8. SERVICES, LOGISTICS AND OPERATIONS:

A. LIGHTERAGE: NA.

B. DREDGES AND MISCELLANEOUS CRAFT: THE CANAL IS CONSTANTLY BEING DREDGED. DREDGES AND OBSTRUCTIONS ARE CLEARLY MARKED.

C. WATER: CONTINUOUS FLOW AVAILABLE FROM PIER RISERS.

D. COMMUNICATIONS: HARBOR CONTROL MONITORED BTB CH16 AND CH12.  
E. MEDICAL: NA.  
F. GASOLINE: AS STATED ABOVE.  
G. PROVISIONS: FFV, ASSORTED DRY GOODS AND MEATS WERE UNLOADED.  
ALL WERE INSPECTED AND FOUND TO BE OF GOOD QUALITY.  
H. GARBAGE DISPOSAL: PROVIDED FOR ON PIER.  
I. CHT DISPOSAL: PUMPED TO A TRUCK ON PIER.  
J. OILY WASTE DISPOSAL: NA.  
9. PERSONALIA:  
A. OFFICIAL CALLS: NONE MADE  
B. HONORS: NON-SALUTING PORT  
10. PORT VISIT INFORMATION:  
A. GENERAL INFORMATION: NC.  
B. LIBERTY: MCCLUSKY HAD ONE NIGHT OF LIBERTY. TWO-MAN  
BUDDY RULE WAS IN EFFECT.  
C. CLUBS AND BARS: NC.  
D. RESTAURANTS: NC.  
E. HOTELS: MARIOTT HOTEL IN DOWNTOWN PANAMA CITY HAD A VERY  
NICE RESTAURANT AND SPORTS BAR. AMERICAN SPORTS, FOOTBALL  
AND BASEBALL WERE AVAILABLE VIA SATELITE.  
F. BEACHES: NA.  
G. CHURCHES: NA.  
H. TOURS: NA.  
I. THEATER AND MOVIES: NA.  
J. PHYSICAL SECURITY: A ROVING PATROL ARMED WITH AN M-14 WAS  
STATIONED ON THE 0-2 LEVEL. BOTH QUARTERDECK WATCHSTANDERS  
WERE EQUIPPED WITH 9MM'S.  
11.CO'S COMMENTS: MCCLUSKY'S CANAL TRANSIT WAS INITIALLY SCHEDULED  
FOR THE MORNING OF 12NOV. HA INFORMED MCC THAT TRANSIT WOULD  
HAVE TO BE SHIFTED TO THE EVENING DUE TO PRIORITY OF PANAMAX  
VESSELS; HOWEVER, A LAST MINUTE CHANGE WAS MADE AND MCC GOT  
UNDERWAY AT 0600 ON 12NOV (WITH FOUR HOUR NOTICE). CANAL  
TRANSIT WAS APPROXIMATELY TEN HOURS (THREE HOURS SPENT  
LOITERING IN GATUN), BUT NOT VERY CHALLENGING FROM A  
NAVIGATIONAL OR SHIPHANDLING PERSPECTIVE. HISTORY AND VIEWING  
OF THE CANAL IS WELL WORTH THE EFFORT.//

BT  
NNNN

PRIORITY

P 140205Z DEC 00

FM USS MCCLUSKY

TO JICPAC HONOLULU HI//OAE/PD//

INFO AIC CATIS NORFOLK VA//DO3//  
CINCPACFLT PEARL HARBOR HI//N3/N323B//  
CINCLANTFLT NORFOLK VA//N3/N323B//  
USCINCSO MIAMI FL//SCJ32/SCJ3/J4//  
COMUSNAVSO  
DEPCOMUSNAVSO MAYPORT FL  
COMTHIRDFLT  
COMSECONDFLT  
COMNAVSURFPAC SAN DIEGO CA//N2/N3//  
COMNAVSURFLANT NORFOLK VA//N2/N3//  
COMNAVSURFGRU TWO MAYPORT FL  
CTF 40  
CTF 43  
DIRJIATF EAST//J3/J4/J5//  
COMDESRON SEVEN  
COMDESRON ONE  
CCGDELEVEN ALAMEDA CA//POD/POFC//  
USTRANSCOM SCOTT AFB IL//TCJ2-J//  
DIRNAVCRIMINVSERV WASHINGTON DC//2282/NAVATAC//  
NAVCRIMINVSERVFO MAYPORT FL//MPMP//  
NAVCRIMINVSERVRA ROOSEVELT ROADS PR  
NIMA NAVSAFETY BETHESDA MD  
NIMA RESTON VA//COTN//  
TG 4.1  
USDAO PANAMA CITY PM  
HSL FOUR SEVEN NORTH ISLAND CA//JJJ//  
COGARD PAC TACLET SAN DIEGO CA//OPS//  
NAVPACMETOCEN SAN DIEGO CA//JJJ//

UNCLAS //N03822//

MSGID/GENADMIN/MCCLUSKY//

SUBJ/PORT VISIT REPORT VASCO NUNEZ DE BALBOA, PANAMA AND  
SOUTHBOUND CANAL TRANSIT//

REF/A/DOC//FICM/ONI-2600Z-001-95//

AMPN/REF A IS FLEET INTELLIGENCE COLLECTION MANUAL//  
POC (b) (6) /LTJG/NAV/INMARSAT/011 872 153 6312/C/S SILVERFISH//

RMKS/

1. NAME OF PORT: VASCO NUNEZ DE BALBOA, PANAMA
2. NAME OF VESSEL: USS MCCLUSKY (FFG 41)
3. NAME OF CO: CDR W. B. HAFLICH, USN

4. DATE OF VISIT: 10DEC00 TO 12DEC00  
DATE OF TRANSIT: 10DEC00

5. TIME ZONE: 5R

6. NAVIGATIONAL INFORMATION:

A. PORT DESCRIPTION: VASCO NUNEZ DE BALBOA LIES APPROXIMATELY 5NM INBOUND FROM THE ENTRANCE TO CANAL WATERS (BUOYS 1 AND 2).

B. CHARTS AND PUBLICATIONS: CHARTS 21601 (COASTAL) AND 21602 (HARBOR) WERE USED FOR TRANSIT TO AND FROM VNB. 21604 AND 26068 WERE USED FOR CANAL TRANSIT. SAILING DIRECTIONS (PUB 153) WAS REFERRED TO FOR GENERAL NAVIGATIONAL INFORMATION.

C. APPROACHES, LIGHTS, ETC: FWD AND AFT RANGE MARKERS INTO AND THROUGH THE CANAL ARE READILY IDENTIFIABLE.

D. PILOTAGE: PILOTAGE IS COMPULSORY. BOARDING OFFICER AND TRANSIT PILOT EMBARKED IN LIMON BAY, ALL WERE SEARCHED FOR POSSIBLE WEAPONS AT EMBARKATION POINT AND ESCORTED WHILE ONBOARD. TWO PILOTS WERE USED FOR TRANSIT THROUGH CANAL (PILOT CHANGE-OUT OCCURED IVO GAMBOA). BOTH PILOTS MENTIONED THAT SUNDAY WAS NORMALLY A SHORT WORK DAY, OTHERWISE ONE PILOT IS NORM. CRISTOBAL SIGNAL STATION SHOULD BE CONTACTED ON CHANNEL 12 WHEN 10NM FROM LIMON BAY BREAKWATER. PILOTS SPOKE GOOD ENGLISH AND WERE KNOWLEDGEABLE ABOUT CANAL NAVIGATION. VESSELS ENTERING CANAL WATERS SHOULD BE PREPARED TO EMBARK PCC BOARDING OFFICERS AND 6-10 LINEHANDLERS WHEN EMBARKING PILOT. BOARDING OFFICERS INSPECT THE FOLLOWING PAPERWORK: CARGO DECLARATION, CREW LIST, AND QUARANTINE DECLARATION. LINEHANDLERS ONLY REMAIN ONBOARD FOR TRANSIT WITHIN THE LOCKS.

E. ENTRANCE: ENTRANCE TO CANAL WATERS IS 3NM NORTH OF LIMON BREAKWATER IVO OF ATLANTIC SEA BUOY.

F. CHANNEL: BUOYS AND CLEARLY VISIBLE RANGES MAKE TRANSIT THROUGH THE CANAL AND INTO VNB EASY. DUE TO RECENT WIDENING OF THE CHANNEL, ADDITIONAL RANGE MARKERS HAVE BEEN CONSTRUCTED ON NUMEROUS LEGS. THOUGH THEY ARE NOT CHARTED, THEY CLEARLY MARK THE CENTER LANE AND RIGHT SIDE OF THE CHANNEL.

G. ANCHORAGE: NC.

I. TIDES AND CURRENTS: CURRENT WAS NEGLIGIBLE THROUGHOUT MOST OF THE CANAL TRANSIT. IVO OF VNB MCC EXPERIENCED AN EBB CURRENT OF LESS THAN TWO KNOTS. PILOT WAS KNOWLEDGEABLE AND VERY HELPFUL WRT VARIOUS CURRENTS. IN GATUN LAKE, SET AND DRIFT WERE NEGLIGIBLE.

J. WEATHER AND WINDS: VISIBILITY WAS UNRESTRICTED THROUGHOUT THE TRANSIT. TEMPERATURES AVERAGED IN THE LOWER 80'S. WINDS WERE FROM THE NORTH-WEST AT 5 KNOTS.

7. BERTHING AND FACILITIES:

A. MOORINGS, DOCKS, ETC: MCC MOORED STBD SIDE TO AT PIER 2 NORTH, BALBOA.

B. FUEL, LUBE AND DIESEL OIL: MCC TOOK ON 85,000 GALLONS OF MGO.

C. MECHANICAL HANDLING FACILITIES: NA.

D. DRYDOCKS AND REPAIR FACILITIES: NA.

E. WAREHOUSES AND STORAGE FACILITIES: NA.

F. STEVEDORES: SIX LINEHANDLERS WERE AVAILABLE FOR MOORING AND UNMOORING.

8. SERVICES, LOGISTICS AND OPERATIONS:
- A. LIGHTERAGE: NA.
  - B. DREDGES AND MISCELLANEOUS CRAFT: THE CANAL IS CONSTANTLY BEING DREDGED. DREDGES AND OBSTRUCTIONS ARE CLEARLY MARKED.
  - C. WATER: CONTINUOUS FLOW AVAILABLE FROM PIER RISERS.
  - D. COMMUNICATIONS: HARBOR CONTROL MONITORED BTB CH16 AND CH12.
  - E. MEDICAL: NA.
  - F. GASOLINE: AS STATED ABOVE.
  - G. PROVISIONS: FFV, ASSORTED DRY GOODS AND MEATS WERE UNLOADED. ALL WERE INSPECTED AND FOUND TO BE OF GOOD QUALITY.
  - H. GARBAGE DISPOSAL: PROVIDED FOR ON PIER.
  - I. CHT DISPOSAL: PUMPED TO A TRUCK ON PIER.
  - J. OILY WASTE DISPOSAL: NA.
9. PERSONALIA:
- A. OFFICIAL CALLS: NONE MADE.
  - B. HONORS: NON-SALUTING PORT.
10. PORT VISIT INFORMATION:
- A. GENERAL INFORMATION: NC.
  - B. LIBERTY: MCCLUSKY HAD ONE NIGHT OF LIBERTY. TWO-MAN BUDDY RULE WAS IN EFFECT. LIBERTY EXPIRED FOR ALL HANDS AT MIDNIGHT.
  - C. CLUBS AND BARS: NC.
  - D. RESTAURANTS: NC.
  - E. HOTELS: NA.
  - F. BEACHES: NA.
  - G. CHURCHES: NA.
  - H. TOURS: NA.
  - I. THEATER AND MOVIES: NA.
  - J. PHYSICAL SECURITY: DURING CANAL TRANSIT, 4 FIRE HOSE STATIONS WERE CONTINUOUSLY MANNED. ADDITIONALLY, 4 50 CAL GUN MOUNTS WERE MANNED, 4 SENTRIES WITH M-14'S WERE STATIONED AT THE O-2, O-3, FOC'SLE AND FANTAIL, AND ALL PCC PERSONNEL WERE SEARCHED AND ESCORTED PRIOR TO BOARDING WITH NO RESISTANCE. ONCE MOORED, A ROVING PATROL ARMED WITH AN M-14 WAS STATIONED ON THE O-2 LEVEL. BOTH QUARTERDECK WATCHSTANDERS WERE EQUIPPED WITH 9MM'S.
11. CO'S COMMENTS: MCC CANAL TRANSIT WAS INITIALLY SCHEDULED FOR THE MORNING OF 10DEC. HA INFORMED MCC THAT TRANSIT WOULD HAVE TO BE SHIFTED TO THE EVENING DUE TO PRIORITY OF PANAMAX VESSELS. HOWEVER, A CHANGE WAS MADE AND MCC BEGAN HER TRANSIT AT 0830 ON 10DEC. ONLY MINOR DELAYS WERE EXPERIENCED IN LIMON BAY AND PRIOR TO ENTERING LOCKS. CANAL TRANSIT WAS APPROXIMATELY TEN HOURS. NAVIGATION AND SHIPHANDLING THROUGH THE CANAL WAS ROUTINE. BOARDING OFFICERS, TRANSIT PILOTS, AND LINE HANDLERS FOR CANAL TRANSIT SOUTH GAVE NO RESISTANCE TO SEARCH PRIOR TO BOARDING GIVEN MCC INCREASED SECURITY MEASURES. PILOT EMBARKING FOR 12DEC UNDERWAY FROM BALBOA CLEARED SEARCH THROUGH PANAMA CANAL COMMISSION PRIOR TO. PILOT WAS UNDERSTANDING OF WORLD WIDE SITUATION AND ONLY WISHED TO INFORM HIS SUPERIORS OF SITUATION. NO DELAYS ENCOUNTERED.//

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PRIORITY

P 221812Z DEC 00 ZUI ASN-R12357000857 PSN 340528N22

FM CCGDELEVEN ALAMEDA CA//CC//

TO ZEN/COMPACAREA COGARD ALAMEDA CA//PO/PCP//

INFO COMDT COGARD WASHINGTON DC//G-OPF/G-OPR//  
RUEHBO/AMEMBASSY BOGOTA//CGLO//  
USS MCCLUSKY  
DIRJIATF EAST//J3/JOCC//  
ZEN/COGARD INTSUPRTCOM SAN PEDRO CA  
ZEN/COGARD PAC TACLET SAN DIEGO CA

UNCLAS //N16130//

ISC SAN PEDRO PLEASE PROVIDE COPY TO DR. (b) (6)

SUBJ: SITREP ONE AND FINAL - MEDEVAC OF 60YOM - 240 NM W OF  
BUENAVENTURA, CO  
PERIOD 211530U - 220741U DEC 00

1. SITUATION:

- A. CASE STATUS: CASE CLOSED
- B. NOTIFICATION: VIA SATCOM FROM USS MCCLUSKY
- C. NARRATIVE: USS MCCLUSKY HAILED BY F/V MARIA RITA (CO) RPTG 60 YOM CREWMEMBER WITH SEVERELY LACERATED LEFT PINKIE FINGER. PATIENT EVALUATED BY CORPSMAN, DETERMINED FINGER WAS BEYOND SAVING, RECOMMENDED MEDEVAC FOR AMPUTATION. FLT SURGEON BRIEFED AND CONCURRED. D11 ARRANGED FOR CLRNC FOR MCCLUSKY EMBARKED SH-60 TO TRANSPORT PATIENT TO COLOMBIA. PATIENT TAKEN TO COLNAV BASE AT BAHIA MALAGA AM 22 DEC FOR FURTHER TREATMENT.
- D. DESC: SEBASTIAN VENERA, 60 YOM, COLOMBIAN NATIONAL
- E. ADDITIONAL POC: USS MCCLUSKY
- F. WX:
  - (1) WINDS: 067T / 15 KTS
  - (2) SEAS: SEA STATE 1
  - (3) VIS: 10NM
  - (4) CEILING: 3K BKN
- H. SMC: CCGDELEVEN

2. ACTION TAKEN:

- A. 211530U: RCVD INITIAL REPORT
- B. 1630U: EVALUATION OF PATIENT COMPLETE. CORPSMAN RECOMMENDED MEDEVAC FOR AMPUTATION OF FINGER.
- C. 1658U: MCCLUSKY ENR POSIT 45NM W OF BUENAVENTURA.
- D. 1700U: BRIEFED COLNAV CMD CTR. (CAPT DE FRAGATAS GARCIA)
- E. 1720U: FAXED FORMAL REQUEST FOR CLRNC FOR SH-60 TO LAND IN COLOMBIA.
- F. 1935U: CONTACTED BY COLNAV WESTERN REGION CHIEF OF STAFF (CAPT DE NAVIO PARRA). AIRCRAFT CLR TO LAND AT BAHIA MALAGA IN AM.
- G. 1955U: RCVD FORMAL REPLY TO CLRNC REQUEST FM COLNAV.
- H. 220345U: MCCLUSKY HELO (SABREHAWK 75) AIRBORNE ENR BAHIA MALAGA.
- I. 0347U: BRIEFED CAPT PARRA ON CASE STATUS.
- J. 0443U: SABREHAWK 75 O/D BAHIA MALAGA.



K. 0715U: SABREHAWK 75 O/D MCCLUSKY.  
L. 0741U: MCCLUSKY SHIFTED TACON TO CTG 4.1

3. FUTURE PLANS: NONE

4. AMPLIFYING INFO:

A. THIS IS THE SECOND TIME IN 3 MONTHS WHERE COLNAV WESTERN REGION CHIEF OF STAFF HAS TAKEN PERSONAL INTEREST IN A MEDEVAC. HE HAS BEEN EXTREMELY HELPFUL IN COORDINATING CLEARANCES, FREQUENCIES, MEDICAL ASSISTANCE, ETC., ON BOTH OCCASIONS.

5. CASE STATUS.

A. CASE CLOSED.

B. SORTIE DATA:

1) SABREHAWK 75 (SH-60): 1 SORTIE, 3.5 HRS.

C. CASE NUMBER: D11 UCN 038-01.

BT

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PRIORITY

P 270054Z DEC 00

FM USS MCCLUSKY

TO JICPAC HONOLULU HI//OAE/PD//

INFO AIC CATIS NORFOLK VA//DO3//  
CINCPACFLT PEARL HARBOR HI//N3/N323B//  
CINCLANTFLT NORFOLK VA//N3/N323B//  
USCINCSO MIAMI FL//SCJ32/SCJ3/J4//  
COMUSNAVSO  
DEPCOMUSNAVSO MAYPORT FL  
COMTHIRDFLT  
COMSECONDFLT  
COMNAVSURFPAC SAN DIEGO CA//N2/N3//  
COMNAVSURFLANT NORFOLK VA//N2/N3//  
COMNAVSURFGRU TWO MAYPORT FL  
CTF 40  
CTF 43  
CTG 4.1  
DIRJIATF EAST//J3/J4/J5//  
COMDESRON SEVEN  
COMDESRON ONE  
CCGDELEVEN ALAMEDA CA//POD/POFC//  
USTRANSCOM SCOTT AFB IL//TCJ2-J//  
DIRNAVCRIMINVSERV WASHINGTON DC//2282/NAVATAC//  
NAVCRIMINVSERVFO MAYPORT FL//MPMP//  
NAVCRIMINVSERVRA ROOSEVELT ROADS PR  
NIMA NAVSAFETY BETHESDA MD  
NIMA RESTON VA//COTN//  
TG 4.1  
USDAO SAN JOSE CS  
HSL FOUR SEVEN NORTH ISLAND CA//JJJ//  
COGARD PAC TACLET SAN DIEGO CA//OPS//  
NAVPACMETOCCEN SAN DIEGO CA//JJJ//

UNCLAS //N03822//

MSGID/GENADMIN/MCCLUSKY//

SUBJ/PORT VISIT REPORT GOLFITO, COSTA RICA//

REF/A/DOC//FICM/ONI-2600Z-001-95//

AMPN/REF A IS FLEET INTELLIGENCE COLLECTION MANUAL//  
POC (b) (6) LTJG/NAV/INMARSAT/011 872 153 6312/C/S SILVERFISH//

RMKS/

1. NAME OF PORT: GOLFITO, COSTA RICA
2. NAME OF VESSEL: USS MCCLUSKY (FFG 41)
3. NAME OF CO: CDR WILLIAM B. HAFLICH, USN

4. DATE OF VISIT: 23 DEC 00

5. TIME ZONE: 6S

6. NAVIGATIONAL INFORMATION:

A. PORT DESCRIPTION: THE PORT OF GOLFITO LIES IN A LAND LOCKED BAY ON THE NORTH EAST SIDE OF GOLFO DULCE.

B. CHARTS AND PUBLICATIONS: CHARTS 21562 (APPROACH) AND 21563 (HARBOR) WERE USED FOR INBOUND AND OUTBOUND TRANSITS. SAILING DIRECTIONS (PUB 153) WAS REFERED TO FOR GENERAL NAVIGATIONAL INFORMATION.

C. APPROACHES, LIGHTS, ETC: FWD AND AFT RANGE MARKERS ON THE HARBOR APPROACH LEG ARE READILY IDENTIFIABLE (BOTH ARE WHITE WITH A BLACK VERTICAL STRIPE).

D. PILOTAGE: PILOTAGE IS NOT COMPULSORY BUT IS STRONGLY RECOMMENDED. PILOT PICK-UP POINT IS 1000 YDS OUTSIDE THE HARBOR ENTRANCE. HARBOR CONTROL SHOULD BE CONTACTED ON CHANNEL 12 ONE HOUR PRIOR TO ARRIVAL AT ENTRANCE. PILOT SPOKE MARGINAL ENGLISH. KNOWLEDGE OF HARBOR WAS ADEQUATE, HOWEVER, LANGUAGE DIFFICULTIES MADE SOME OF HIS RECOMMENDATIONS INDECIPHERABLE. PILOT'S LADDER WAS RIGGED ON THE SHIP'S LEEWARD SIDE PER HARBOR CONTROL'S REQUEST.

E. ENTRANCE: ENTRANCE DAY MARKERS ARE DIFFICULT TO LOCATE DUE TO DENSE FOLIAGE.

F. CHANNEL: CHANNEL WIDTH IS 350 YDS. PER CHART 21562 SHOAL WATER OBSTRUCTS THE RANGE, MAKING IT NECESSARY TO ALTER COURSE TO PORT. BOUYAGE AND NAVAIDS ARE INADEQUATE FOR FIXING SHIP'S POSITION. RECOMMEND USE OF GPS REFERENCE POINTS FOR FIXING POSITION WHEN VISUAL FIXES ARE NOT POSSIBLE.

G. ANCHORAGE: NC.

I. TIDES AND CURRENTS: MCCLUSKY EXPERIENCED A SOUTHWESTERLY SET OF ONE KNOT ON BOTH INBOUND AND OUTBOUND TRANSITS. TIDAL RANGE IN GOLFITO IS 3.1M, MAKING FREQUENT BROW ADJUSTMENTS NECESSARY.

J. WEATHER AND WINDS: VISIBILITY WAS UNRESTRICTED THROUGHOUT THE TRANSIT. TEMPERATURES AVERAGED IN THE LOWER 80'S. WINDS WERE VARIABLE AT 5KTS THROUGHOUT THE DAY.

7. BERTHING AND FACILITIES:

A. MOORINGS, DOCKS, ETC: MCCLUSKY MOORED STBD SIDE TO ON THE MAIN WHARF. ALTHOUGH CHARTED DEPTHS RANGE FROM 6.1 TO 7.9 METERS, LEAD LINE SOUNDINGS FROM PREVIOUS VISIT INDICATED A MINIMUM DEPTH OF 9 METERS. HUSBANDING AGENT IS ABLE TO PROVIDE UPDATED DEPTH SURVEY. NO OTHER VESSELS WERE BERTHED AT THE MAIN WHARF. TUGS ARE NOT AVAILABLE IN GOLFITO, CS. RECOMMEND BERTHING IN CENTER OF PIER FOR EASIER UNDERWAY.

B. FUEL, LUBE AND DIESEL OIL: MCCLUSKY TOOK 83,200 GALLONS OF MGO FROM FUEL TRUCKS ON THE PIER. FUEL WAS OF GOOD QUALITY. PIER HOSE HANDLERS WERE EFFICIENT. JP-5 WAS NOT AVAILABLE.

C. MECHANICAL HANDLING FACILITIES: NA.

D. DRYDOCKS AND REPAIR FACILITIES: NA.

E. WAREHOUSES AND STORAGE FACILITIES: NA.

F. STEVEDORES: SIX LINEHANDLERS WERE AVAILABLE FOR MOORING AND UNMOORING.

8. SERVICES, LOGISTICS AND OPERATIONS:

A. LIGHTERAGE: NA.  
B. DREDGES AND MISCELLANEOUS CRAFT: NA.  
C. WATER: POTABLE WATER WAS PROVIDED FROM A PIER RISER.  
D. COMMUNICATIONS: HARBOR CONTROL MONITORED BTB CH16 AND CH12.  
E. MEDICAL: HA COORDINATED DENTAL TREATMENT OF MCCLUSKY  
CREW MEMBER. FACILITIES AND QUALITY OF TREATMENT WERE EXCELLENT.  
F. GASOLINE: AS STATED ABOVE.  
G. PROVISIONS: FFV AND PASTRIES WERE UNLOADED. ALL WERE  
INSPECTED AND FOUND TO BE OF GOOD QUALITY.  
H. GARBAGE DISPOSAL: PROVIDED FOR BY TRUCK.  
I. CHT DISPOSAL: PUMPING ACCOMPLISHED VIA TRUCKS ON PIER.  
J. OILY WASTE DISPOSAL: NA.  
9. PERSONALIA:  
A. OFFICIAL CALLS: NONE MADE.  
B. HONORS: NON-SALUTING PORT.  
10. PORT VISIT INFORMATION:  
A. GENERAL INFORMATION:  
B. LIBERTY: NA.  
C. CLUBS AND BARS: NA.  
D. RESTAURANTS: NA.  
E. HOTELS: NA.  
F. BEACHES: NA.  
G. CHURCHES: NA.  
H. TOURS: NA.  
I. THEATER AND MOVIES: NA.  
J. PHYSICAL SECURITY: A ROVING PATROL ARMED WITH AN M-14 WAS  
STATIONED ON THE 0-2 LEVEL. BOTH QUARTERDECK WATCHSTANDERS  
WERE EQUIPPED WITH 9MM'S.  
11.CO'S COMMENTS: MCCLUSKY'S VISIT TO GOLFITO FOR FUEL AND STORES WAS  
QUICK AND EFFICIENT. NO DELAYS WHATSOEVER WERE EXPERIENCED. ALL  
LOGISTICS CONCERNS WERE EXPERTLY HANDLED BY LOCAL HA.//

BT  
NNNN

ROUTINE

R 070417Z JAN 01

FM USS MCCLUSKY

TO JICPAC HONOLULU HI//OAE/PD//

INFO AIC CATIS NORFOLK VA//DO3//  
CINCPACFLT PEARL HARBOR HI//N3/N323B//  
CINCLANTFLT NORFOLK VA//N3/N323B//  
USCINCSO MIAMI FL//SCJ32/SCJ3/J4//  
COMUSNAVSO  
DEPCOMUSNAVSO MAYPORT FL  
COMTHIRDFLT  
COMSECONDFLT  
COMNAVSURFPAC SAN DIEGO CA//N2/N3//  
COMNAVSURFLANT NORFOLK VA//N2/N3//  
COMNAVSURFGRU TWO MAYPORT FL  
CTF 40  
CTF 43  
DIRJIATF EAST//J3/J4/J5/JOCC//  
COMDESRON ONE  
CCGDELEVEN ALAMEDA CA//POD/POFC//  
USTRANSCOM SCOTT AFB IL//TCJ2-J//  
DIRNAVCRIMINVSERV WASHINGTON DC//2282/NAVATAC//  
NAVCRIMINVSERVFO MAYPORT FL//MPMP//  
NAVCRIMINVSERVRA ROOSEVELT ROADS PR  
NIMA NAVSAFETY BETHESDA MD  
NIMA RESTON VA//COTN//  
TG 4.1  
USDAO LIMA PE  
HSL FOUR SEVEN NORTH ISLAND CA//JJJ//  
COGARD PAC TACLET SAN DIEGO CA//OPS//  
NAVPACMETOCCEN SAN DIEGO CA//JJJ//

UNCLAS //N03822//

MSGID/GENADMIN/MCCLUSKY//

SUBJ/PORT VISIT REPORT FOR TALARA, PERU//

REF/A/DOC//FICM/ONI-2600Z-001-95//

AMPN/REF A IS FLEET INTELLIGENCE COLLECTION MANUAL//  
POC/(b) (6) LTJG/NAV/INMARSAT/011 872 153 6312/C/S SILVERFISH//

RMKS/1. NAME OF PORT: TALARA, PERU

2. NAME OF VESSEL: USS MCCLUSKY (FFG 41)

3. NAME OF CO: CDR WILLIAM B. HAFLICH, USN

4. DATE OF VISIT: 29 DEC 00

5. TIME ZONE: 5R

6. NAVIGATIONAL INFORMATION:

- A. PORT DESCRIPTION: THE PORT OF TALARA IS PRIMARILY AN OIL REFINERY WITH ONE PIER CAPABLE OF ACCOMODATING A FFG (NORTHERN MOST PIER ON THE WESTERN SIDE OF THE BAY; PIER HEADING 237/057T).
- B. CHARTS AND PUBLICATIONS: CHART 22121, 9TH EDITION, USED FOR INBOUND AND OUTBOUND TRANSITS.
- C. APPROACHES, LIGHTS, ETC: FWD AND AFT RANGE MARKERS ON APPROACH LEG ARE READILY IDENTIFIABLE (ORANGE DIAMONDS WITH BLACK SQUARE CENTERS). RECOMMEND FAVORING WEST SIDE OF RANGE DUE TO CLOSE PROXIMITY OF SHOAL WATER TO EAST.
- D. PILOTAGE: PILOTAGE IS COMPULSORY. PILOT PICK-UP POINT IS 2 KYDS OUTSIDE HARBOR ENTRANCE. HARBOR CONTROL SHOULD BE CONTACTED CHANNEL 12 ONE HR PRIOR TO ARRIVAL. PILOT SPOKE POOR ENGLISH. KNOWLEDGE OF HARBOR WAS ADEQUATE, HOWEVER, LANGUAGE BARRIER AN UNFAMILIARITY WITH FFG MANEUVERING CHARACTERISTICS AND APU HANDLING PROVED CHALLENGING. A FLUENT SPANISH SPEAKING CREWMEMBER IN THE PILOT HOUSE IS STRONGLY RECOMMENDED. PILOT'S LADDER WAS RIGGED ON THE SHIP'S LEEWARD SIDE PER HARBOR CONTROL'S REQUEST. TWO TUGS WERE AVAILABLE FOR USE.
- E. ENTRANCE: NA.
- F. CHANNEL: NA.
- G. ANCHORAGE: A SUITABLE ANCHORAGE EXISTS 500 YDS NW OF PUNTA ROCALLOSA.
- H. TIDES AND CURRENTS: EXPERIENCED AN EASTERLY SET OF 1.5 KTS ON APPROACH LEG (143T). ONCE INSIDE THE BAY AND ALONGSIDE PIER A STRONG SURGE CREATED FROM WATER FLOWING AROUND THE EDGE OF PUNTA ROCALLOSA MAKES SHIP MANEUVERING AND LINE HANDLING CHALLENGING. EXPERIENCED ROLLS IN EXCESS OF 5 DEGREES WHILE TIED UP TO PIER. THREE KEVLAR MOORING LINES PARTED STRANDS.
- J. WEATHER AND WINDS: WITH NO BREAKWATER IN PLACE, THE FUEL PIER HAS NO PROTECTION FROM THE OPEN OCEAN SURGE FROM THE NORTH. WINDS WERE PREDOMINANTLY SOUTHERLY AT 5-10 KTS. 2-3 FT WAVES WERE BREAKING 300 FT FROM PIER ON A RELATIVELY CALM DAY.

7. BERTHING AND FACILITIES:

- A. MOORINGS, DOCKS, ETC: MOORED STBD SIDE TO AT FUEL PIER. PIER CONSISTS OF A SERIES OF DOLPHINS APPROXIMATELY 100 FT APART. LINES 1 AND 6 REQUIRE A SMALL BOAT (PROVIDED BY PORT AUTHORITY) TO PASS TO BOLLARDS. IT SHOULD BE NOTED THAT LINE 6 TENDS TO PIER STATION 7 WHICH IS CANTED AT AN ANGLE OF 30 DEGREES FROM OTHER STATIONS. AS A RESULT, LINE 6 IS PAYED OUT NEARLY 50 FT FROM SHIP PADEYE TO BOLLARD. THIS SETUP MAKES IT VERY DIFFICULT TO SEND OVER ALL LINES SIMULTANEOUSLY.
- B. FUEL, LUBE AND DIESEL OIL: RECEIVED 115K GALLONS OF MGO AND 16K GALLONS OF JP-5. MGO IS PUMPED FROM PIER RISERS WITH AN AVERAGE PUMPING RATE OF 800 GPM. MGO FUEL WAS OF GOOD QUALITY. JP-5 WAS PUMPED VIA TRUCKS INTO FUEL STATION AND RECEIVED VIA RISERS WITH AN AVERAGE PUMPING RATE OF 350 GPM. JP-5 LACKED FUEL SYSTEM ICING INHIBITOR (FSII) AND REQUIRES EXCESSIVE STRIPPING FOR SAT SAMPLES. HOWEVER, A JP-5 WAIVER WAS PROVIDED TO ALLOW STORAGE FOR 21 DAYS. RECOMMEND EARLY COORDINATION WITH HA AND PORT AUTHORITIES TO SEND AN OIL KING PIERSIDE DURING

SEA AND ANCHOR TO TEST FUEL PRIOR TO MOORING. OIL KING WITH SPANISH INTERPRETER WILL REDUCE DELAYS AND SHORTEN TIME ALONGSIDE PIER.

C. MECHANICAL HANDLING FACILITIES: NA.

D. DRY-DOCKS AND REPAIR FACILITIES: NA.

E. WAREHOUSES AND STORAGE FACILITIES: NA.

F. STEVEDORES: LINEHANDLERS TOOK ONE LINE AT A TIME, THEN PROCEEDED VIA GANGWAY TO NEXT LINE. WITH THIS DELAY, IT IS DIFFICULT TO BE MADE FAST TO PIER EXPEDITIOUSLY. HIGHLY RECOMMEND USE OF OWN LINEHANDLERS OR A SPANISH SPEAKER FORWARD AND AFT TO DIRECT PIER LINEHANDLERS.

8. SERVICES, LOGISTICS AND OPERATIONS:

A. LIGHTERAGE: NA.

B. DREDGES AND MISCELLANEOUS CRAFT: NA.

C. WATER: NA.

D. COMMUNICATIONS: HARBOR CONTROL MONITORED BTB CH16 AND CH12.

E. MEDICAL: NA.

F. GASOLINE: NA.

G. PROVISIONS: NA.

H. GARBAGE DISPOSAL: NA.

I. CHT DISPOSAL: NA.

J. OILY WASTE DISPOSAL: NA.

9. PERSONALIA:

A. OFFICIAL CALLS: NA.

B. HONORS: NA.

10. PORT VISIT INFORMATION:

A. GENERAL INFORMATION:

B. LIBERTY: NA.

C. CLUBS AND BARS: NA.

D. RESTAURANTS: NA.

E. HOTELS: NA.

F. BEACHES: NA.

G. CHURCHES: NA.

H. TOURS: NA.

I. THEATER AND MOVIES: NA.

J. PHYSICAL SECURITY: A ROVING PATROL ARMED WITH AN M-14 WAS STATIONED ON 0-2 LEVEL. BOTH QUARTERDECK WATCHSTANDERS WERE EQUIPPED WITH 9MM'S.

11. CO'S COMMENTS: MCCLUSKY'S BSF IN TALARA WAS A CHALLENGING EVOLUTION BUT REMAINS A VIABLE OPTION FOR REFUELING. ON TIME ARRIVAL REQUIRED EARLY AND CONTINUOUS COORDINATION WITH PORT AUTHORITIES. CONNING SHOULD BE DONE BY AN EXPERIENCED OFFICER WITHOUT TOO MUCH RELIANCE ON PILOT. COMING ALONGSIDE PIER THE SHIP IS VULNERABLE TO A 3-4 FT SURGE CREATED BY WAVES BREAKING LESS THAN 300 FT AWAY. THE FACT THAT EACH MOORING LINE HAD TO BE BROUGHT TO ITS BOLLARD INDIVIDUALLY SLOWED THE MOORING PROCESS AND IT IS HIGHLY RECOMMENDED S/F LINEHANDLERS BE SENT IN ADVANCE VIA RHIB. ALSO RECOMMEND RHIB FERRY LINES TO BOLLARDS. TUG USE IS RECOMMENDED THROUGHOUT EVOLUTION TO HOLD SHIP AGAINST PIER AND COUNTER OFF SETTING SURGE UNTIL LINES ARE TRIPLED. MGO FUEL QUALITY AND PUMPING RATE MAKE TALARA A VIABLE OPTION IN THE

AOR. ALTHOUGH ANY TYPE OF HEAVY WEAX ON DAY OF BSF COULD  
RESULT IN LINES PARTING, MCC PARTED STRANDS ON THREE LINES  
DUE TO PIER VULNERABILITY TO OPEN OCEAN SURGES.//

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ROUTINE

R 070418Z JAN 01

FM USS MCCLUSKY

TO JICPAC HONOLULU HI//OAE/PD//

INFO AIC CATIS NORFOLK VA//DO3//  
CINCPACFLT PEARL HARBOR HI//N3/N323B//  
CINCLANTFLT NORFOLK VA//N3/N323B//  
USCINCSO MIAMI FL//SCJ32/SCJ3/J4//  
COMUSNAVSO  
DEPCOMUSNAVSO MAYPORT FL  
COMTHIRDFLT  
COMSECONDFLT  
COMNAVSURFPAC SAN DIEGO CA//N2/N3//  
COMNAVSURFLANT NORFOLK VA//N2/N3//  
COMNAVSURFGRU TWO MAYPORT FL  
CTF 40  
CTF 43  
DIRJIATF EAST//J3/J4/J5//  
COMDESRON ONE  
CCGDELEVEN ALAMEDA CA//POD/POFC//  
USTRANSCOM SCOTT AFB IL//TCJ2-J//  
DIRNAVCRIMINVSERV WASHINGTON DC//2282/NAVATAC//  
NAVCRIMINVSERVFO MAYPORT FL//MPMP//  
NAVCRIMINVSERVRA ROOSEVELT ROADS PR  
NIMA NAVSAFETY BETHESDA MD  
NIMA RESTON VA//COTN//  
TG 4.1  
USDAO LIMA PE  
HSL FOUR SEVEN NORTH ISLAND CA//JJJ//  
COGARD PAC TACLET SAN DIEGO CA//OPS//  
NAVPACMETOCCEN SAN DIEGO CA//JJJ//

UNCLAS //N03822//

MSGID/GENADMIN/MCCLUSKY//

SUBJ/PORT VISIT REPORT FOR PAITA, PERU//

REF/A/DOC//FICM/ONI-2600Z-001-95//

AMPN/REF A IS FLEET INTELLIGENCE COLLECTION MANUAL//  
POC (b) (6) /LTJG/NAV/INMARSAT/011 872 153 6312/C/S SILVERFISH//

RMKS/1. NAME OF PORT: PAITA, PERU

2. NAME OF VESSEL: USS MCCLUSKY (FFG 41)

3. NAME OF CO: CDR WILLIAM B. HAFLICH, USN

4. DATE OF VISIT: 30DEC00 TO 02JAN01

5. TIME ZONE: 5R

6. NAVIGATIONAL INFORMATION:

A. PORT DESCRIPTION: PORT OF PAITA HAS A NAVY PIER ON THE WESTERN SIDE OF THE BAY AND THE MAIN COMMERCIAL PIER ON THE SOUTHERN SIDE. THE COMMERCIAL PIER IS ONLY OPTION FOR ACCOMODATION OF FFG. MCC BRIEFLY MOORED AT NAVY PIER. HOWEVER, DUE TO INSUFFICIENT DEPTH AT FWD END, MCC REQUIRED TO MOOR WITH FLT DECK EXTENDING PAST PIER END OPEN TO OCEAN SURGE. IN LESS THAN ONE HR FOUR LINES PARTED STRANDS (KEVLAR LINES) DUE TO CONTINUOUS SURGING RESULTING IN A RETURN TO SEA OVERNIGHT TO MOOR AT COMMERCIAL PIER FOLLOWING DAY. OVER THREE DAY PERIOD AT COMMERCIAL PIER, DESPITE ALL LINES TRIPLED AND TOWING HAWSERS FORWARD AND AFT, SEVEN LINES PARTED STRANDS AND TOWING HAWSERS WERE CHAFFED BEYOND REPAIR REQUIRING FUTURE REPLACEMENT.

B. CHARTS AND PUBLICATIONS: CHART 22124, 2ND EDITION, WAS USED FOR INBOUND AND OUTBOUND TRANSITS.

C. APPROACHES, LIGHTS, ETC: FWD AND AFT RANGE LIGHTS ON THE APPROACH LEG ARE NOT READILY IDENTIFIABLE. PER CHART, FWD LIGHT IS FLASHING RED AND AFT LIGHT IS FLASHING GREEN. THE PRESENCE OF VESSELS MOORED AT THE COMMERCIAL PIER CAN MAKE IT DIFFICULT TO DISCERN THE LIGHTS.

D. PILOTAGE: PILOTAGE IS COMPULSORY. PILOT PICK-UP POINT IS 7000 YDS OUTSIDE HARBOR ENTRANCE. HARBOR CONTROL SHOULD BE CONTACTED ON CHANNEL 14 OR 16 ONE HOUR PRIOR TO ARRIVAL. PILOT SPOKE POOR ENGLISH. A SPANISH SPEAKER WAS STATIONED ON THE BRIDGE THROUGH ENTIRE SEA AND ANCHOR DETAIL TO ACT AS A TRANSLATOR. PILOT WAS RETIRED PERUVIAN NAVY OFFICER AND HAD SOME KNOWLEDGE OF FFG CHARACTERISTICS AND MANEUVERABILITY. PILOT'S LADDER WAS RIGGED ON THE SHIP'S LEEWARD SIDE PER HARBOR CONTROL'S REQUEST. TWO TUGS WERE USED, FOR BOTH MOORING AND UNDERWAY EVOLUTIONS.

E. ENTRANCE: NA.

F. CHANNEL: NA.

G. ANCHORAGE: DESIGNATED ANCHORAGES EXIST IN THE EASTERN SIDE OF THE BAY. MCC ANCHORED IN AREA 2 WHILE AWAITING BERTHING SPACE AT COMMERCIAL PIER. BOTTOM TYPE IS SAND AND MUD. MCC VEERED 4 SHOTS OF CHAIN. HOLDING WAS ADEQUATE.

I. TIDES AND CURRENTS: AT THE NAVAL PIER, SIGNIFICANT PROBLEMS WERE ENCOUNTERED DUE TO A PREVAILING SWELL FROM THE SOUTH STRIKING THE COAST NORTH OF BAHIA DE PAITA. THIS RESULTED IN A LONGSHORE CURRENT FLOWING SOUTHWARD INTO BAHIA DE PAITA, CAUSING EXCESSIVE SURGING AT THE NAVAL PIER. AT THE COMMERCIAL PIER, STRONG SWELLS WERE EXPERIENCED FROM BOTH DIRECTIONS ALONG THE SHORELINE, RESULTING AGAIN IN VERY PRONOUNCED SURGING WHILE ALONGSIDE THE PIER.

J. WEATHER AND WINDS: VISIBILITY WAS UNRESTRICTED THROUGHOUT VISIT. PREVAILING WINDS ARE FROM THE SOUTH AND AVERAGE 10 TO 20 KTS. THE STRONGEST WINDS ARE EXPERIENCED IN THE MORNING SHIFTING DIRECTION AFTER 1400 (LOCAL) WITH LULLS AROUND MID-DAY. PIERS ARE NOT PROTECTED FROM THE SOUTHERLY WIND FLOW.

7. BERTHING AND FACILITIES:

A. MOORINGS, DOCKS, ETC: UPON ARRIVAL IN PAITA, MCC WAS INFORMED THAT BERTHING SPACE WAS UNAVAILABLE AT THE COMMERCIAL PIER, BUT THAT SPACE WAS AVAILABLE AT NAVY PIER. MCC MOORED PORT SIDE TO THE NORTH SIDE OF NAVY PIER. DEPTH RESTRICTION RESULTED IN FLT DECK EXTENDING PAST PIER'S END. SURGING WAS SO SIGNIFICANT THAT MCC PARTED STRANDS ON 4 OF 6 MOORING LINES IN THE COURSE OF AN HOUR. MCC GOT UNDERWAY AND REMAINED 20 MILES OFF THE COAST THROUGH THE NIGHT UNTIL BERTHING ARRANGEMENTS COULD BE MADE AT THE COMMERCIAL PIER. THE FOLLOWING MORNING MCC PROCEEDED INBOUND AFTER BEING TOLD SPACE WAS AVAILABLE ONLY TO FIND BERTH OCCUPIED AT COMMERCIAL PIER. WHILE WAITING FOR BERTH, ANCHORED IN AREA 2. HA INFORMED MCC THAT A BERTH WOULD BE AVAILABLE AT THE SOUTH EASTERN SIDE OF THE COMMERCIAL PIER (BERTH D). PER CHART 22124, DEPTH IS TOO SHALLOW, HOWEVER, MCC USED RHIB AND LEAD LINE AND CONFIRMED THAT ADEQUATE DEPTH EXISTS. MCC MOORED PORT SIDE TO THAT AFTERNOON. SURGING WAS AGAIN A SIGNIFICANT PROBLEM. ALL LINES WERE TRIPLED AND TOWING HAWSERS WERE PUT OVER FORWARD AND AFT. DESPITE THESE PRECAUTIONS, SEVEN LINES PARTED STANDS WHILE MOORED AT THE COMMERCIAL PIER. TOWING HAWSERS WERE BADLY CHAFFED REQUIRING FUTURE REPLACEMENT.

SHIPS MOORING AT SOUTH SIDE OF THE COMMERCIAL PIER SHOULD BE AWARE THAT DEPTHS DECREASE RAPIDLY (FROM 27 FT TO 20 FT) 15 FT FROM THE QUAY WALL. HARBOR AUTHORITIES REQUESTED MCC SHIFT HER BERTH AFT BY 15 METERS THE SECOND DAY INPORT TO ACCOMMODATE AN INBOUND MERCHANT. MCC COMPLIED, BUT ONLY AFTER ACCURATE SOUNDINGS WERE TAKEN. HARBOR AUTHORITIES WERE UNABLE TO PROVIDE ANY RECENT SURVEYS AND WERE UNCERTAIN ABOUT EXACT DEPTHS. AFTER THE SHIFT, MCC'S STERN WAS AT HER ABSOLUTE DRAFT LIMIT (1 TO 3 FEET OF CLEARANCE DEPENDING ON THE STAGE OF THE TIDE). APU'S AND TUGS WERE USED TO DEPART BERTH. MAIN ENGINES WERE NOT STARTED UNTIL SHIP WAS STANDING IN GOOD WATER.

C. MECHANICAL HANDLING FACILITIES: NA.

D. DRY-DOCKS AND REPAIR FACILITIES: NA.

E. WAREHOUSES AND STORAGE FACILITIES: NA.

F. STEVEDORES: LINEHANDLERS WERE AVAILABLE FOR MOORING AND UNMOORING AT BOTH NAVY AND COMMERCIAL PIERS. LINEHANDLING WAS ADEQUATE, HOWEVER, THE SECOND DAY INPORT A MERCHANT MOORED 120 FT NORTH OF MCC AND HER FORWARD LINES CINCHED MCC'S NUMBER ONE LINES. HA, PILOT, AND SHIP'S MASTER HAD TO COORDINATE SLACKING OF HER LINES IN ORDER TO FREE MCC'S LINES. ADDITIONALLY, CAUTION SHOULD BE TAKEN OF LARGE SHIPS GETTING UNDERWAY, AS THEIR WAKE CAN CAUSE ENOUGH OF A SURGE TO PART LINES, AS WAS THE CASE ONCE WHILE INPORT.

8. SERVICES, LOGISTICS AND OPERATIONS:

A. LIGHTERAGE: NA.

B. DREDGES AND MISCELLANEOUS CRAFT: NA.

C. WATER: AVAILABLE VIA TRUCK WHEN REQUESTED.

D. COMMUNICATIONS: HARBOR CONTROL MONITORED BTB CH16 AND USUALLY REQUESTED A SHIFT TO CH14.

E. MEDICAL: IN AN EMERGENCY MEDICAL AND DENTAL ISSUES CAN BE ARRANGED VIA HA.

F. GASOLINE: NA.

G. PROVISIONS: MCC UNLOADED A VARIETY OF STORES. ALL WERE

INSPECTED AND FOUND TO BE OF GOOD QUALITY.  
H. GARBAGE DISPOSAL: AVAILABLE VIA TRUCK.  
I. CHT DISPOSAL: AVAILABLE VIA TRUCK. AN INCIDENT OCCURED IN WHICH TRUCK LEAKED CHT ONTO PIER WHILE RECEIVING FROM THE SHIP. SHIP'S FORCE CLEANED.  
J. OILY WASTE DISPOSAL: NA.

9. PERSONALIA:

A. OFFICIAL CALLS: LCDR REPRESENTATIVE FM PERUVIAN NAVAL STATION WELCOMED MCC TO PAITA, EXCHANGED PLAQUES.  
B. HONORS: NA.

10. PORT VISIT INFORMATION:

A. GENERAL INFORMATION:

B. LIBERTY: BUDDY SYSTEM IS A MUST. MCC HAD SEVERAL INCIDENTS OF PETTY THEFT. MOST FREQUENTLY OF BALLCAPS AND LOOSE BILLS. NO VIOLENCE WAS REPORTED IN ANY INCIDENT. NO OFFICIAL COMPLAINTS WERE FILED WITH LOCAL AUTHORITIES.

C. CLUBS AND BARS: OPTIONS IN PAITA ARE LIMITED. BAYWATCH IS THE MOST COMMON DESTINATION (DOUBLES AS A RESTAURANT AND NIGHT CLUB). BAYWATCH IS OWNED AND OPERATED BY AMERICAN AIR FORCE CAPTAIN. MUCH OF THE CREW WENT TO THE NEARBY TOWN OF PIURA (30 MILES AWAY AND ALMOST AN HOUR BY CHARTED BUS). PIURA OFFERS SLIGHTLY MORE IN TERMS OF SHOPPING AND ACCOMODATIONS.

D. RESTAURANTS: ALTHOUGH INITIAL REPORTS ON THE LOCAL CUISINE WERE FAVORABLE, AT LEAST THREE DOZEN CREW MEMBERS LATER REPORTED UPSET STOMACHS, NAUSEA, DIARRHEA, ETC. UNABLE TO DETERMINE EXACT SOURCE OF THIS ILLNESS.

E. HOTELS: RIO VERDE WAS POPULAR WITH THE CREW. PRICES ARE REASONABLE AND ACCOMODATIONS ARE VERY COMFORTABLE.

F. BEACHES: BEACHES ARE POPULAR WITH THE LOCAL POPULACE, BUT FEW CREW MEMBERS OPTED TO VISIT THEM DUE TO NUMBER OF SHARKS PRESENT NEAR THE SURROUNDING FISHERIES.

G. CHURCHES: SEVERAL CATHOLIC CHURCHES EXIST IN BOTH PAITA AND PIURA.

H. TOURS: NA.

I. THEATER AND MOVIES: NA.

J. PHYSICAL SECURITY: A ROVING PATROL ARMED WITH AN M-14 WAS STATIONED ON THE 0-2 LEVEL. BOTH QUARTERDECK WATCHSTANDERS WERE EQUIPPED WITH 9MM'S. WHEN MOORING/UNMOORING AT PERUVIAN NAVY PIER, FP BOTH PIERSIDE AND WITHIN VICINITY WAS SUPPLIED BY PERU CG. THERE WAS NO CG FP SUPPORT WHEN MOORED TO COMMERCIAL PIER.

11. CO'S COMMENTS: LIBERTY OPTIONS ARE LIMITED AND DID NOT OUTWEIGH COSTS INCURRED DUE TO DAMAGED MOORING LINES. MERCHANT SHIPS PARTING LINES ARE A COMMON OCCURANCE, SNAP BACK DANGER ON THE PIER IS REAL AND WAS BRIEFED TO CREW BEFORE GOING ON LIBERTY. LOGISTICS SUPPORT WAS MARGINAL, PAITA PORT MANAGERS WERE NOT PREPARED TO RECEIVE A NAVY SHIP. THIS WAS MOST CLEARLY EVIDENCED BY THE VARIOUS DELAYS IN BEING ASSIGNED A SUITABLE BERTH.//

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